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YOUR WORD IS YOUR BOND

We started off our RPM/Lucas Oil Extreme Events for 2015 as a supporter for both Doug Fields' Pro Street Night in Virginia and the Auburn Shifters' show in Indiana. Then, within a few weeks, we moved right into our first race event, the War In The North. While weather took some shine out of Auburn, the Pro Street night saw a doubling of cars over its first year (2014) and the War In The North had nothing but sunshine and horsepower all weekend long!

Getting support in the way of cars through gates for both shows and races is tough at the best of times, but throw the world wide web into the mix and it can either help or hurt the numbers. The internet has definitely provided the "wannabes" with a massive venue to become legends in their own minds. Behind their keyboard or smartphone, anyone has the baddest or fastest car or can launch a verbal assault on an organization or individual "just because," and most times without any sort of repercussions.

A perfect example in racing is the quest to have the quickest/fastest street car. First, what exactly is a "street car?" We don't have enough pages in this magazine to examine and debate that again, so let's not and just say that if it is legally licensed and tagged and driven on the street, or at least has all of the equipment to get it there, it's a street car. Doesn't matter about tire size, power adder, chassis or suspension.

Next, what makes it the fastest? Is it running time trials at the track on Friday nights or in the "tour" style events, or is it beating the other guy (or girl) who claims to be the fastest? In my opinion, both would qualify and it really depends if you are into going quick and fast on a solo pass or with someone who might be able to beat you in the other lane. One of the best solutions to help decide who is the fastest is the creation of the many different classes in the world of street car and outlaw drag racing, such as in the NMCA (National Muscle Car Association), where each

class is carefully designed to level out the playing field as best as possible and hopefully give any car entered a shot at winning.

Yet still, so many keyboard racers say, "if you give me a class to run in, then I'll show up and show you," but they seldom do. The various organizations build and adjust their class rules based on the commitment of racers, real racers. Not to mention that fans (the ones who help pay the bills to keep the racing organizations out of the red) come to watch, hoping to see all the badass cars they read about in all the magazines and on the web. My point is, that if you have enough nerve to mouth off online, put your money where your mouth is and have enough class to support the organizations that support your sport – or simply go away.

That being said, I was a bit shocked when a racer recently threw out a completely open-ended challenge to any type of street car from anywhere to come meet on common ground and prove that they had what they claim to have—a fast street car. Not necessarily the fastest, but rather just a fast one.

So committed were these racers, that they were willing to drive 16 hours to meet all challengers with no questions asked. For several months the internet was buzzing with many that "would be there" and equally as many that had every reason in the world why the particular record holding car in question was not a street car, by their own personal definition of course.

The results of the class created for these outlaws of the street—Mickey Thompson Real Street Outlaw presented by Pro Systems and Harland Sharp—are interesting and highlighted in our War In The North article on page 24 of this issue. One thing is a sure bet though: those who did show up to race went with home with not only cash and prizes but confidence in the fact that their word is their bond, and that they are willing to put their money where their mouth is (in the real world, not the virtual one), no matter what the odds! ■

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Snake Handler

Robert Patrick's record-setting 2014 "Super Snake" Pro Nitrous GT500 Mustang



Legit

This street/strip '70 Nova was built to perform...with no trailer required

THE PROJECTS AND TECH



Garage Tech: Part 1353
Cleaning up and finishing up our shop space so we can finally get to work!



Project Back on Track98
We sort out the fuel system and water/meth injection in our third-gen Camaro project car



Throwback

Jerry Gary Jr.'s pro street Vega is a trip...down memory lane!



The Man Behind the X

Rule builder John Sears builds a nasty X275 Malibu of his own

HOT EVENTS



The War Begins

Sunshine, warm temps, and on-the-edge action were on tap for the War In The North



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The only things hotter than the Virginia heat were the wild rides at Iron Bridge!



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LEGIT

This street/strip '70 Nova was built to perform...with no trailer required



There seem to be two schools of thought in what it takes to build a dual-purpose street/strip car. One group would suggest taking an all-out drag car, doing just enough to make it street

legal, and trailering it anywhere and everywhere to demonstrate its stellar—and frankly predictable—on-track performance.

However, to the other bunch of street/strip believers, that's just cheating. Take

Frank & Mary Bendit of Mechanicsville, Maryland, for instance. Their street-driven, razor-sharp, and brutally quick 1970 Nova is a fine example of a fast street car that has been built to cruise on the street and perform on the track.



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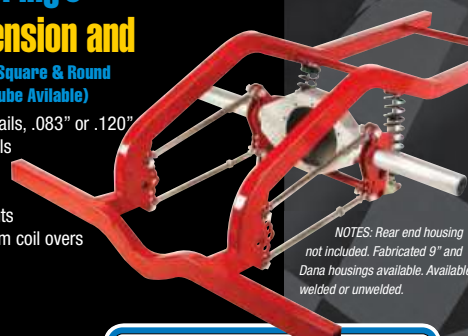
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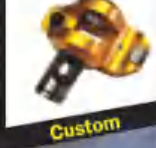
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"I've always had fast cars, and decided I wanted to build a true street outlaw," Frank said. After owning a veritable who's who list of classic muscle cars and street machines in the past—including a 1969 Boss 429, a Corvette, and a Chevelle SS—Bendit fell in love with the pro street look. He discovered this clean and straight '70 Nova and decided it was the perfect candidate.

"When I found this car, it had a 355 stroker and a lot of potential for what I wanted to build," he added. What he "wanted to build" was a

legitimate street car that is driven to and from the track and is able to consistently hammer the competition.

"Anyone can roll a pro mod off a railer, tag it, drive it, and say it is a street outlaw. I wanted something that was a real street car, though," he said. Oftentimes, building a car that is dual purpose means that it really isn't well suited for either task. However, with careful planning, proper parts selection, and all the best fabrication money could buy, the end result was exactly what he was after. "We

PARTY IN THE BACK

The narrowed Chevy 12-bolt rear and massive tubs allow plenty of room for the huge rear wheels and tires. While the fabricated rear wing with adjustable wicker, the custom wheelie bars, and the twin Simpson drag 'chutes aren't just there for looks, they certainly make the rear of the car look nasty.

BUSINESS IN THE FRONT

Whether it is the mile-deep House of Kolors Kandy paint, the cowl-induction hood, the custom lower fascia, the Weld wheels, or the side dump exhaust, the Bendits' Nova just has a clean yet all-business look.



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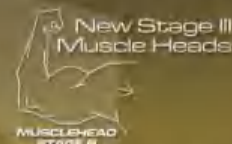
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built the car over the course of four years. In the end, persistence and cash prevailed," he added.

Bendit's first step was to get the chassis addressed with some rotund steamrollers out back. Francis Johnson of Fast by Francis installed a back-half with 2x3-inch mild steel framerails and a 12-point chromoly cage.

Johnson, notorious in many circles for driving the world's fastest stock-suspension Mustang, also fabbed up a custom 4-link with Strange dual-adjustable shocks to help ensure consistent hookup. The narrowed Chevy 12-bolt rear was beefed up with a Strange spool and 35-spline axles along with a set of Richmond 4.56 gears.

Up front, a pair of Bell Tech 2-inch dropped spindles were partnered with a pair of dual-adjustable shocks on the otherwise-stock front subframe. A set of disc brakes were installed on all four corners and a Wilwood master cylinder was selected and installed to further enhance the Chevy's stopping abilities.

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GIDDYUP

Bendit isn't afraid to step on the loud pedal from time to time, as evidenced here when he stabbed the accelerator at the Ocean City Cruise. Word is the Honda Civic driver pictured in the background suffered only a mild cardiac infarction in response to the startling sound of the nasty Rat motor wailing through the fender-dumped open headers.

The car rides on a set of polished Weld Magnum wheels with 15x3.5-inch fronts partnered with bigger-than-big 15x18.5-inch rears. The monstrous aft rollers have also been fitted with dual beadlocks for added looks and performance. Completing the rolling stock is a set of Hoosier tires, with 26x4.5-15s up

front and 31x18.5-15s out back.

With the classic pro street stance and wheel and tire fitment fully sorted, Bendit turned his attention to the powerplant of his bad Bowtie. Engine builder Terry Samakow, former engine builder for two-time NHRA World Champion pro stock driver Jim Yates, knows a thing



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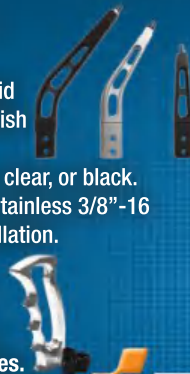
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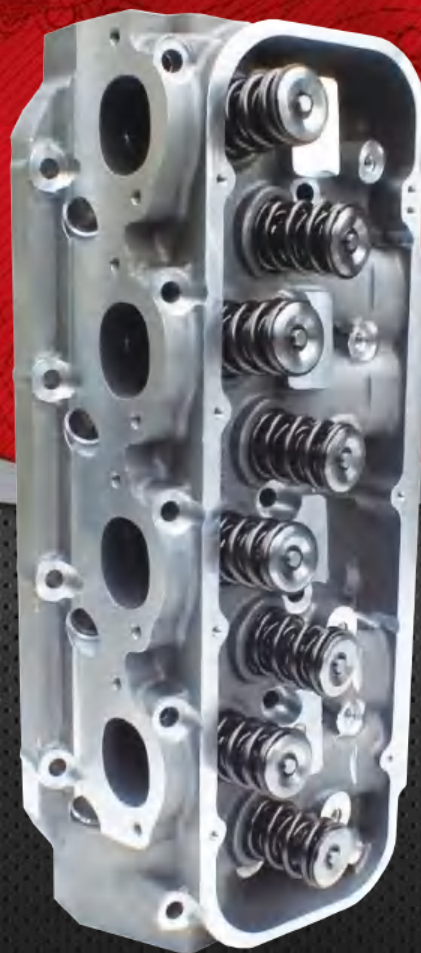
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or two about how to create horsepower and was charged with expertly assembling, balancing, and blue-printing the healthy 565ci Rat motor.

First, a Dart B16M block was bored to 4.600 before a Callies 4.250 stroker crank was installed. Diamond 10.2:1 pistons were tapped into the cylinders and affixed via a set of GRP connecting rods.

A Custom Cams 0.730 intake/0.680 exhaust roller cam was spec'd out and partnered with a set of Morel roller lifters. A Jesel belt drive was utilized to ensure accurate timing, and a set of Trend steel push-rods were employed to communicate valvetrain signals upstream. A set of BB3 aluminum heads were torqued into place and the entire engine



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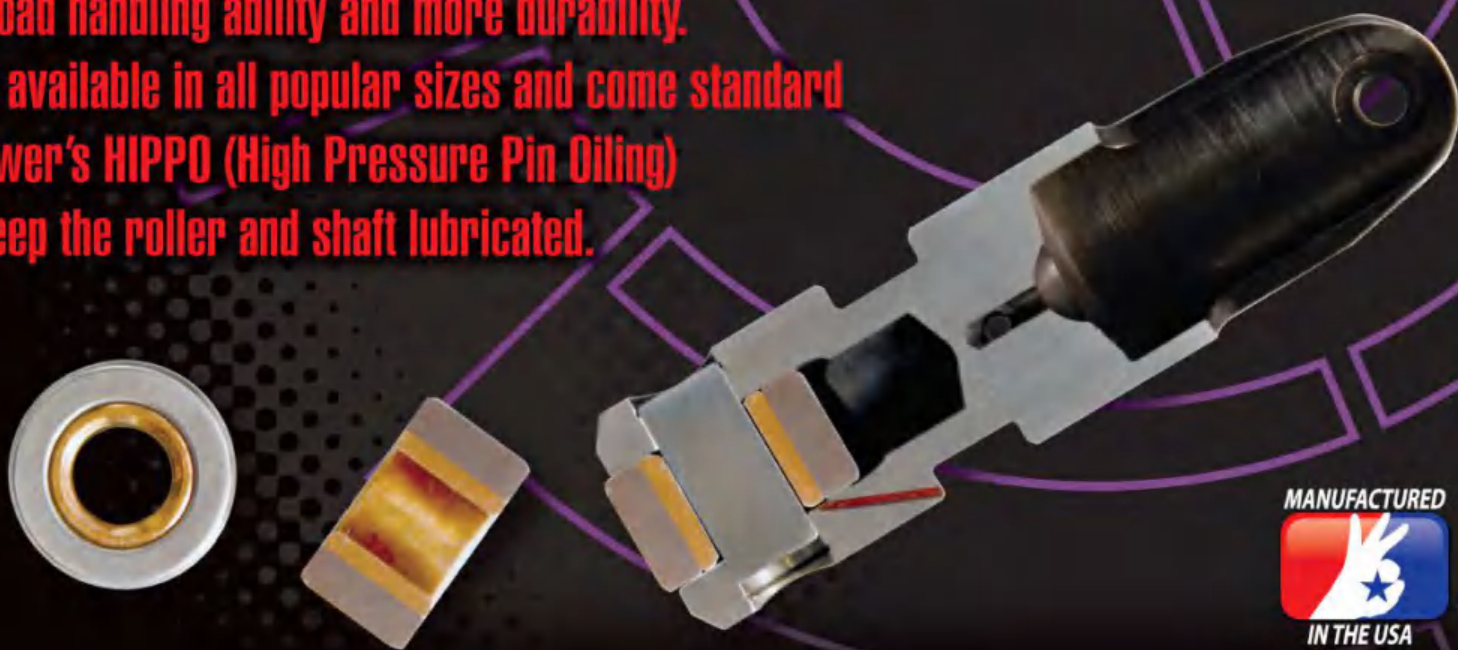
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assembly was fastened together with the help of ARP bolts and studs.

A Brodix aluminum intake has been matched with a Quick Fuel FX1150 dominator-style carb, and a 700-horse three-stage nitrous system was added for a potent extra punch

at the push of a button. A custom fabricated air box was also built and installed to draw cool air from the functional 4-inch cowl induction hood.

The powerplant has been dressed with a pair of Williams Manufactur-

ing fabricated valve covers and a matching 8-quart oil pan. A Meziere Enterprises remote-mount electric water pump and aluminum radiator were selected to handle cooling chores while an MSD digital ignition with crank trigger, MSD plug

wires, and MSD coil light the fire.

An Aeromotive high volume electric fuel pump supplies a steady stream of highly pressurized fossil fuel, while a set of one-off Francis Johnson Jet Hot-coated headers and 4 1/2-inch exhaust

system expels the spent fumes following combustion. The combo was good for best pull of 950 horsepower at 6,600 rpm and just shy of 1,000 ft/lbs of torque at 6,700 rpm on the dyno.

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The Nova features a 12-point cage with a funny car-style bracing. The removable Grant GT wheel helps ease entry and exit, and the on-board fire bottle system is ready and able just in case things get a little too toasty.



through the drivetrain is an ATI-beefed Turbo 400 transmission. The stout three-speed was treated to a reverse manual valve body, an ATI 4,500 stall converter, and an SFI-certified ATI flexplate. A Strange custom driveshaft articulates the tranny with the rearend.

With the chassis and driveline all under control, Bendit decided it was time to focus his energies on fit and finish inside and out. First, the classic GM sheetmetal was expertly massaged by Jeff Edwards and sprayed by Steve Lugana of Quality Auto

Body. Body mods are simple but effective, with the previously mentioned functional 4-inch Glastek hood and a fire-wall smoothed by Edwards rounding out the custom touches before a mile-deep House of Kolors Candy Apple Red hue was laid over a gold base. With paint this gorgeous, there's really no need for gaudy graphics or other distractions, as the well-executed classic hue screams through a whisper.

Moving inside, dual aluminum drag seats have been covered in grey tweed along with other trim

work compliments of Steve Bell Interiors. Race harnesses hold occupants in place, while a full complement of gauges manages data display duties. A Precision air shifter handles gear selection tasks and a quick-release Grant GT steering wheel eases cockpit entry. The neat and tidy Francis Johnson cage and tinwork provide a healthy dose of "race" look and function, while a Safecraft on-board fire suppression system has been added to douse the flames in the event this figuratively hot street/strip creation decides to get a bit literal.



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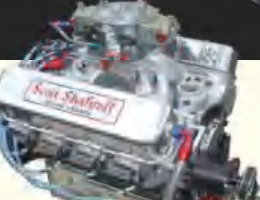


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FRANK & MARY BENDIT STREET/STRIP

1970 CHEVY NOVA

Chassis type & mods: Fast by Francis back-half with 2x3-inch mild steel framerails and 12-point chromoly cage.

Suspension: FRONT: Stock front subframe with Bell Tech 2-inch dropped spindles and Strange dual-adjustable shocks. REAR: Custom 4-link suspension with dual-adjustable coil-over shocks.

Rearend: Narrowed Chevy 12-bolt with Strange spool and 35-spline axles. 4.56 Richmond gears.

Engine: Terry Samakow-built 565 ci Chevy big block. Dart B16M block, Callies stroker crank, Diamond 10.2:1 pistons with GRP rods. Custom Cams roller cam with Jesel belt drive. BB3 aluminum heads. ARP bolts and studs.

Induction: Brodix aluminum intake with Quick Fuel FX1150 dominator-style carb and custom-fabricated functional cowl induction air box.

Power Adder: 700 hp three-stage nitrous system.

Electronics: Wiring by Mike and Al Cortina of County Electric Bridgeport, CT.

Transmission: Turbo 400 by ATI. ATI 4,500 stall converter and SFI-rated flexplate.

Body & paint: Glasstek functional 4-inch cowl-induction hood. Quality Auto Body House of Kolors Kandy Apple Red over gold basecoat paint.

Performance: No-tell grudge racer

Special thanks to: Francis Johnson (chassis fabrication) and Terry Samakow (engine builder).



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Controls for the dual drag 'chutes mounted out back are within easy reach, as is the data recorder.

The finished product is everything the Bendits were after and more. While Frank is tight-lipped with the performance figures—being a grudge racer, and all—he's had the daily street driver on both Pass Time and PINKS: All Out.

"I'd like to thank both Francis Johnson and Terry Samakow—two of the best guys around—who combined to build one heck of a fast street car," Bendit said. With killer good looks and performance to match, the car embodies everything a dual-purpose street/strip machine should be.

And while Bendit is more than happy to go rounds and put his competitors on the trailer, you won't ever catch him leaving in tow. "Ask anyone in the Southern Maryland drag scene about my car and they'll tell you...I drive it to the track," he concluded.

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THE *War* BEGINS

by **George Pick**

Photos courtesy Angry Spider Photography—Dave Rocheleau, DragNDen.com—Mark Ackert, Raymond Knight, Thephotoguys.ca, Tia Elizabeth Photography

➤➤ Sunshine, warm temps, and on-the-edge action were on tap for the War In The North

The RPM Magazine/Lucas Oil War In The North presented by VP Fuels and Revs Full Throttle Powersports kicked off RPM Magazine's race involvement for 2015. Set at the historic St. Thomas Raceway Park, Canada's oldest purpose built drag strip, the event hosted a wide range of drag race action including bracket and index racing with the PTRA (Pro Tree Racing Association), heads-up outlaw and grudge racing with the Sparta Small Tire Shootout, the event's own heads-up classes, and of course the fan favorite jet dragster of Lou Pereira and Pyro jet semi truck of Rick Kopp.

The main concern with any outdoor event is always weather and not a single drop of rain fell. In fact, there was barely a cloud in the sky throughout all three days.

While the entire lineup of racing action thrilled fans who started to pack in early Friday, many were there to see the racers from afar which included Boo King and Larry Vinneau settling the call-out by Vinneau in response to King's open challenge to all comers from any country to race heads-up for a shot at taking his title of Canada's Fastest Street Car. Pretty bold on King's part... and wouldn't it have been interesting if that title had left their county?

No worries though. It didn't. While the smaller-than-expected field in the class took some by surprise (many chalked it up to fear of King and Vinneau), quick thinking event staff erved Plate Nitrous cars into Real Street and guaranteed full payouts to make things even more interesting.

Before running heads-up, each car was required to make a 20-mile unescorted cruise around the local highways and city streets, then three qualifying passes in which the start and finish beams had to be broken and sandbagging was strictly monitored. So despite a somewhat disappointing start, fans still witnessed

some unbelievable runs on the part of King and Vinneau and some equally unbelievable upsets along the way.

The biggest of those upsets happened in the second round as Vinneau, piloting the freshly redone legendary baby blue Malibu street machine, left a hair too early, turning on the redlight and handing the win to the much slower '90 Mustang of Bob Turner.

"It's drag racing" said Larry Vinneau of Pizza Boys Racing. "Every time we go up we try for our best light and best run, and that is what we were doing." Hunter commented, "I came here to have fun knowing I was the underdog. I drive this car on the streets as much



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THE KING KEEPS HIS CROWN
Canadian Boo King backed up his brash claims, piloting his Nuclear Banana to victory.



IT'LL PASS ALMOST EVERYTHING...EXCEPT A FILLING STATION
Larry Vinneau coming all the way from Fredericton New Brunswick cruises by a gas station during the mandatory Real Street Outlaw street cruise. With 707 cubes of nitrous-assisted big block Chevy, we bet that doesn't happen very often!



WHEELS UP
RSO class runner-up Bob Turner goes head to head with Buffalo's Dan Marvin in qualifying



CRUISIN'
Brian Howard pulls out of St. Thomas Raceway Park in his beautiful legit 10-second '95 Mustang street car. The coolest part of this event was that competitors at all levels were awarded cash and prizes!

as possible and I love these types of street car classes, and today I'm going home with some serious money." Hunter's pockets were full because that round win netted him the bye run in the semis and vaulted him into the finals, where he

was assaulted by King's smooth-as-butter 4.58 eighth-mile hit at 155mph in the 706 nitrous-injected Nuclear Banana '68 Camaro. So the King keeps his crown! "Jay, his wife Michelle and the staff of St. Thomas Raceway

went above and beyond in terms of their hospitality and welcomed us in as if we were family. It was just like being at our home track in Miramichi, New Brunswick," said Eric Piercy of Team Nuclear Banana.

The SSTS—Canada's original stock suspension, small tire grudge shootout—jumped into battle at the War In The North event and it was the tightest, most competitive racing the series has seen since its inception in spring 2014. Both SSTS classes—Street King and Outlaw—were contested and both provided fans with on-the-edge action. Street King is tailored to cars that are street driven or can be and includes rules like a maximum 28x10.5 non-W or 275/60 radial tire, stock front and rear suspension, no wheelie bars, two seats, carpet, stock dash, and other items on the streetcar checklist.

With solid car counts in both classes, it was a guarantee that there would be some stiff competition for the \$2000 and \$3000 dollar prizes going to the winners of each. After cars were tech'd in, racers were given two test passes. The SSTS does not run qualifiers, but instead draws car numbers from a hat randomly before each round, leaving lane choice up to paired opponents (just like it would be done on the street). They can flip a coin, arm wrestle, rock/paper/scissors—whatever they want to choose who gets what lane. Racers use their

Fans were also treated to more than Mustangs and Camaros with rides like Mark Robert's badass big inch big block Chevy powered '66 Chevrolet pickup out of Hamilton, Ontario and Mark Hutchison's '72 Mercury Montego sleeper that flew all the way to the semifinals with its turbocharged small block and had



Also making the long drive from the east was Chris Woods in his insane 1983 small tire ProCharged Camaro. The tower staff agreed that this was one of the baddest machines in the house. Although he went quicker, Woods lost in the SSTS Outlaw finals as he left the starting line just hair behind winner Jeff Vance.



Killa Cole, with the support of Paul Silva Performance, is always a threat in his boosted Fox body Stang but this time lost in round two to Woods.

An advertisement for Canton Racing Products. At the top is the company logo, "CANTON RACING PRODUCTS", in a stylized blue and white font. To the right of the logo is a small American flag with the text "Made In U.S.A." below it. The main headline reads "High Performance Oil Pans" in a large, bold, black serif font. Below the headline are two oil pans: a silver one on the left and a gold one on the right. Both pans have the "CANTON" logo on their side. Below the pans, the text "TIG Welded Triple Block Fit Double Leak Tested" is written in a bold, red, italicized sans-serif font. Below that, ".100 Aluminum or .059 Steel" is written in the same red font. At the bottom right, there is a small graphic of a YouTube play button icon with the text "You Tube" next to it. The bottom of the ad features the website "WWW.CANTONRACINGPRODUCTS.COM" in a large, bold, black sans-serif font, with the phone number "203-481-9460" in a smaller font above it.

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In the winners' circle for SSTS Outlaw. From left to right: Legendary small tire drag racer Tom Craig, SSTS front man Matthew Tamburro and Outlaw Champion Jeff Vance.



everyone picking up their jaw.

Because the SSTS is based around small tires, stock style suspension and of course no wheelie bars, there were heart-stopping moments all weekend as racers piloted their high-powered beasts away from carnage in a battle to the finish. Nick Kokkas barely tagged the wall when his nitrous powered small block '82 Mustang treed opponent Killa Cole Krytiuk in Outlaw eliminations, but it cost him the win. Jeff Thompson's nitrous big block Ford powered Fox went for a scary ride against Ian Hill's beautiful '84

Camaro. He was able to save the car and himself but unfortunately gave up the win to Hill who went on to the next round in the Outlaw class.

Perhaps the scariest pass of all though was when the ProCharged Mustang driven by Carlos Dinis crossed the center line just at the 1/8th-mile, knocking out the E/T sensor but narrowly escaping a crash with opponent Jeff Vance in his fourth gen Camaro. It was literally a photo finish as event officials had to examine not just the photos but also the physical evidence of the tire tracks to determine whether

Dinis crossed the centerline before or after crossing the finish line first. Vance would be cleared to move on to the finals in Outlaw and treed New Brunswick's Chris Woods just enough to take the \$3000 cash prize, making it his second SSTS victory.

In Street King, Ontario's Jeff Iloem laid the smack down on Michigan's Jeff Elder in his subdued silver turbo small block Fox body convertible, excitedly taking home the \$2000 cash prize. "Our sponsors and racers make our organization what it is and are putting grudge racing on

GO TO SLEEP NOW....

Mark Hutchinson went to the finals in his 1972 Mercury Montego sleeper...it's a grudge car so we can't tell you what it runs but you wouldn't believe us anyway. By the way, Mark drives this turbocharged monster daily!





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PTRA RESULTS

Saturday

X16 Class: Hugh McGinnis would wheel his 1990 Firebird into the winners circle against Andy Deboer's 1980 Rambunctious Dodge pick-up.

Pro Comp: Dave Cooper would gain his second PTRA win and another Red Event Winner T-shirt against Charlie Chase in his 1923 Altered T-Bucket.

Open Comp: Jarrod Kolne would take his reaction time advantage to the stripe gaining the win against Craig DeGouw.

Pro Stick Comp: Gary Leek would take home the money against Jay Misener in an exciting final round.

Trophy Comp: Nate Cooper would take his 4th Trophy Comp win in his cool 1961 C10 pickup against Brad Parks in his 2005 Magnum Wagon.

Sunday

Pro Comp: Andy Cole would have his first PTRA win against vet-

eran PTRA racer Doug Hoffman.

Open Comp: Randy Nunn used his reaction time advantage to take the win against Jay Branning in his '69 Dart.

Pro Stick Comp: Jay Misener would take the easy win against Stacey Cromwell who could not make the call.

11.90 Index: Randy Nunn would double up wins in his '67 Swinns Service-sponsored Firebird against Dan 'The Hot' Pepper in his '83 Z28.

10.90 Index: Al Blanchard would come out on top of a large field of cars to win against Drew Buchner who was a little excited with a .004 red light.

9.90 Index: First-time PTRA racer Kirby James would find victory in his '86 Mustang against Sue Cooper in her '86 Firebird who also got excited and had a .002 red light start.



Mark Roberts' big bad '66 Chevrolet pickup packs a big-inch big block under the big hood (that's a lot of big) and can run with the best of them. Roberts did hot laps grudge racing everyone and anyone he could until the track closed for the night!

Jeff Bl em's convertible Mustang picks up massive steam about 100 feet off the line and that steam took him all the way to the winner's circle in SSTs Street King.





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Wendel Clark
#17

In the X16 final H gh McGinnis in his 1990 Firebird takes out the always deadly 1980 Rambunctious Dodge pick-up of Andy Deboer.



the map in Ontario, and now Canada, plus, we're letting our friends from the States know that we have some serious cars here as well. You can be sure that when the SSTS 2015 fall event rolls around on October 3rd it will be nothing short of another badass, heads-up, nail-biting grudge race fest!" said the SSTS's Matthew Tamburro. "We'd like to thank our

sponsors for the WAR event: Derkzen Motorsports, Laing Speed & Performance, Ian Hill Racing, Eshine.ca and Team Reid," he added.

The PTRA brought their pro tree bracket classes, three index classes and the X16 to War, and combined with the SSTS it would prove to be racing perfection!

Saturday's line up for tech cards was

almost more than PTRA registration supervisor Diane Ricard could handle with the PTRA enjoying record car counts with the introduction of index classes. Racer support was overwhelmingly positive, especially for the **RPM Magazine** 10.90 Index. Classes for Saturday included Pro Comp, Open Comp, Pro Stick Comp and Trophy Comp. New

WAR IN THE NORTH



New Brunswick's Michael Comeau in his beautiful 1968 Camaro would enter in Matthew Tamburro's no time heads-up grudge race program in the Street King class.



Randy Nunn doubled up in PTRA for the weekend, taking both the Open Comp and 11.90 win on Sunday!

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WAR IN THE NORTH

classes introduced for this Extreme Event were X16, 9.90, 10.90, and 11.90 Index. Comp classes raced to completion on Saturday while quarter-mile Index classes had their first three qualify s.

"Total payouts for the weekend topped \$13,500 for just the PTRA classes! We enjoyed a record number of cars for the weekend smashing all expectations," said Kelly Cooper of the PTRA. "We would like to thank all of our racers, fans, friends and family who came out to support us. Thanks also to *RPM Magazine* for having a vision and making it a reality. Thank you to St. Thomas Raceway Park staff or all of your hard work, and special thanks to Nerd Pickle who always makes order out of chaos in the tower. Last but not least thank you to our sponsors, who put up the cash and prizes for this race: Boomer and Deb Duquette, Silverbird Towing, Performance Unlimited, DragNDen Photography, Swick Family Racing, Rynotech/Klotz, Chase Insulation, Misener Motorsports, Bears Performance, Eshine.ca, Westside Performance, Boss Racing, CT Collision, Extreme Transmission, Fatdog, Nerd Pickle, Otis and Kristy Symon, Sistersinspeed.com, Canada Steel, Perfect Image, Drew's Autobody, Forest and Forest Racing, Dave Cooper, Tom Craig, *RPM Magazine*, R&L Racing,

Tim West stepped up to help promote the WAR event and also gave some of the Easter Seals Kids the once in a lifetime opportunity of sitting in a cool race car.

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WAR IN THE NORTH

Tim West/ Messenger Freight, Ian Hill Racing, Dilts Piston Hydraulics, Cheapside Auto/ London Rustcheck and Western Overhead Door."

Easter Seals Ontario was also in the house for the WAR and was raising funds for Easter Seals Kids (children with disabilities) all weekend long. Much thanks goes out to Kimber Bogema, Nicole Rombouts, the Easter Seals 10-foot tall polar bear and their entire crew, along with racers Ian Hill and Tim West who made many children light up with smiles by having them take the driver's seat of a real race car! Also thanks to Raymond Knight, Pam Stoutenburg and the RPM Family as without their hard work and tireless efforts on race weekend none of this would be possible.

A very special shoutout goes out to Terry and Sylvie McGraw of Miramichi, New Brunswick, for stepping up to help manager Jay Morse get the track in tune for all the action. The McGraw's just happen to also run their local drag strip so their knowledge and experience was welcomed by Morse and his crew....as the saying goes, many hands make light work.

Next stop for *RPM*—the Rocky Mountain Race Week in Colorado followed by War By The Shore in Thompson, Ohio....see you there!

The War In The North would like to thank St. Thomas Raceway Park and all event sponsors:

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Charlie Chase's dragster and roadster. Sometimes he'll drive one right back to the staging lanes only to strap into the other! Charlie ran the dragster in X16 and the 23T in Pro Comp on Saturday and runnered up. Andy Cole raced the 23 on Sunday and won!

Veteran small tire drag racer Carlos Dinis put on the wildest driving display of the weekend and proved why he is the hired gun behind the wheel of Vince Melao's ProCharged small block Ford Mustang.



Dang those polar bears grow big in Canada! This 10-foot bear is NOT a stationary blowup and was found wandering the grounds on behalf of the Easter Seals.



RPM Editor Chris Biro (left) and VP Of Marketing Trish Biro (right) congratulate Boo King (center) on keeping his crown!



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PRO STREET

by *Toby Brooks*

Heaven

photos by Louis Fronkier

>> *The only things hotter than the searing Virginia heat were the wild rides at Iron Bridge Sports Park!*

It was hot as heck, but it was heaven for those who love any ride with a huge powerplant and overstuffed rear seats. With temperatures hovering miserably close to a sweltering 100 degrees in the damp Virgin-

ia air, East Coast Pro Streets (ECPS) recently hosted Pro Street Night June 13 in Chester, Virginia at the Iron Bridge Sports Park, and it would be accurate to characterize the Second Annual installment a resounding success.

Pro Street Night organizer Doug Fields (whose gold pro street '72 Chevelle graced last month's cover of *RPM*) of ECPS was thrilled with the turnout. "We had 85 cars from two states last year, but this year we had 170 cars

from eight states and two countries in 98-degree weather, so the turnout was a real blessing in spite of Mother Nature," he said.

The entire 6-acre Iron Bridge Sports Park facility was rented out for Saturday night, but



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BIRDS OF A FEATHER

The Iron Bridge Sports Park facility was a perfect spot for the event, allowing participants and spectators alike plenty of room to roam around and take a look at any one of the nearly 200 wild rides in attendance. One of the only all-pro street events of its kind, participants drove as far as 1,300 miles just to be a part.

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GOT BOOST??? UH, YEAH...YOU COULD SAY THAT

Harold Caron's third-gen Camaro (foreground) is a gorgeous street/strip animal with a massive huffer and electronic fuel injection. It's high-reaching Enderle scoop was no match for the atmosphere-scraping induction creations of Bradley Gray, though. His collection of "Blown Mafi" (background) compound blown, multiple turbo-charged, and otherwise insane pair of Chevy pickups and another wild 1969 Camaro have to be seen to be believed!

event even officially began on Saturday," Fields said.

A true enthusiast-driven, grassroots effort in every respect, ECPS relied almost entirely upon social media to promote the event. There were no judged categories, no entry fees, and no cost for admission. It was literally just a bunch of folks and friends who decided to get together to show off their iron and enjoy the pleasure of one another's company for the evening.

One fan favorite was Jef Fern's soon-to-be featured twin turbo Camaro. "I

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Jef Fern's long-time pro street second-gen Camaro is all that's right in modern pro streeting. Fern recently rebuilt the car with a twin turbo setup, new paint, and a new interior. The end result is spectacular!



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made the 600-mile roundtrip from Pennsylvania because it was the one show that emphasized pro street over anything else. It sounded like it would be a great place to meet folks that are very 'pro street' like-minded and it did not disappoint!" Fern said.

No one travelled a greater distance than Jamie Pipher, though. The Ontario native hauled his wild (and soon-to-be *RPM* featured) blown and injected Boss Nine Torino 1,300 miles round-trip just to show it and hang with his new-found gaggle of Facebook friends. "The main reason I chose to come was because it was basically all pro street. I hate going to a show looking thru 50 streetrods to see one bad tubbed car," he said with a smile.



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PRO STREET NIGHT

Harold Caron shared a similar sentiment. He brought his wild blown and injected third-gen Camaro (soon to be featured in our sister pub **Tubbed Magazine**) 800+ miles. "I decided to come to Iron Bridge so that I could be around people with the same desire and passion as me— people who eat, breathe, and live pro street cars," he said.

As grassroots as the event might be, a number of vendors stepped up to help defray the costs and keep everything free to those in attendance. In addition to the efforts of ECPS, Ray Allen Electric (Ray Allen), Priority Elevator (W.I. Amiss), Baugh Auto Body (Gary Baugh), Piedmont Steel Services (Perry Allen), RAM Clutches (Mike

PRO STREET, EH?

Canadian Jamie Pipher made the 1,300+ mile haul from Ontario to show his wicked blown and injected Boss Nine Torino. Everything about this car is awesome!



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MANNING THE BOOTH

Pro Street Era founder Jerry Gary and wife Shari were on hand to pass out complimentary copies of the newest issue of RPM and just genuinely spread more pro street goodwill.

Norcia), Paradise Speed Shop, Randall's Racing Engines, AED Performance, Masi's Muscle Cars, and Tony's Muffler Shop also stepped in to contribute. **RPM Magazine's** own Jerry and Shari Gary were also in attendance manning a booth and meeting and greeting those in attendance.

Plans are already underway to host and grow the event even larger for next year. "These guys are already calling their friends and telling them about our Southern hospitality and how awesome the turnout was," Fields said. "We already have guys in Florida, Louisiana, and other places posting that they will be here next year. I've never seen anything of this magnitude... it's like putting fuel on a fire," he concluded. ■



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THROWBACK

>> Jerry Gary Jr.'s pro street Vega is a trip...
down memory lane!



Jerry Gary, Jr. was sick. Really sick. The likeable Smithfield, Virginia auto parts consultant spent more than a few days wondering if his time was almost up. However, during his lengthy illness, he stumbled across a book about the Street Machine Nationals and the heyday of pro street and found a freshly stoked fire for all things fat-tired.

Within a few months, Gary had recovered and he was ready to find a car of his own. "When I was growing up, I was consumed by two things: car magazines and my girlfriend (and eventual wife) Shari," he said with a laugh.

In particular, Gary says he has always had a particular interest in the venerable Chevy Vega. The mini-Camaros featured clean lines, light

weight, and were common subjects for small block swaps.

"I will never forget the first time I saw my Vega. It was in April 1986 issue of *Popular Hot Rodding* magazine. I purchased a subscription to the magazine as a present to myself for my 20th birthday," he said.

At the time, the highly-detailed '72 was owned by Jim Bell and had been voted as one

of "America's Best Hot Rods" in that month's issue. The car was being shown on the ISCA circuit and had been to the Street Machine Nationals. In addition to a 302 small block pirated from a Z/28, it featured a wild multi-color paint job and extensive chrome plating on the suspension. Almost 30 years ago, Gary recalls saying to himself, "One day I'll have a Vega like that."

story by

Toby Brooks

photos by

Louis Fronkier



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THROWBACK

Over the years, Gary owned several Vegas as well as other high performance cars. Some were street cars and some were race cars. In 2012, bitten hard by the pro street bug again, Gary was on the hunt for a new ride. He had no idea that his new ride would be one with such vintage fat tire roots.

"I saw a Vega for sale with a trick paint job, so I eagerly dialed the number listed in the ad," he said. "The car was local, so at my lunch time I left work and went right over. I was told the owner was home and I was welcome to come take a look. The Vega was sitting in the corner of the garage and covered

with racing stickers and dust. It clearly needed a lot of TLC," he recalled.

The car's undercarriage was the first sign that this was no run-of-the-mill clapped out old drag car. Tons of chrome and custom paint told the story. Gary casually inquired if the ride happened to be an old show car, and the former owner pulled out a copy of the very same 1986 *Popular Hot Rodding* Gary had drooled over as a teen.

"It was then I realized I was looking at the very same Vega I'd dreamed of all those years ago," he said with a laugh. "I immediately reached into my pocket and

OLD SCHOOL? OLD'S COOL.

Originally built by Jim Bell and debuted in 1982, the little Vega has weathered well. It still sports the original multi-hued candy paint and after a mild restoration effort by Gary, it is a rolling history lesson for those who love pro street.



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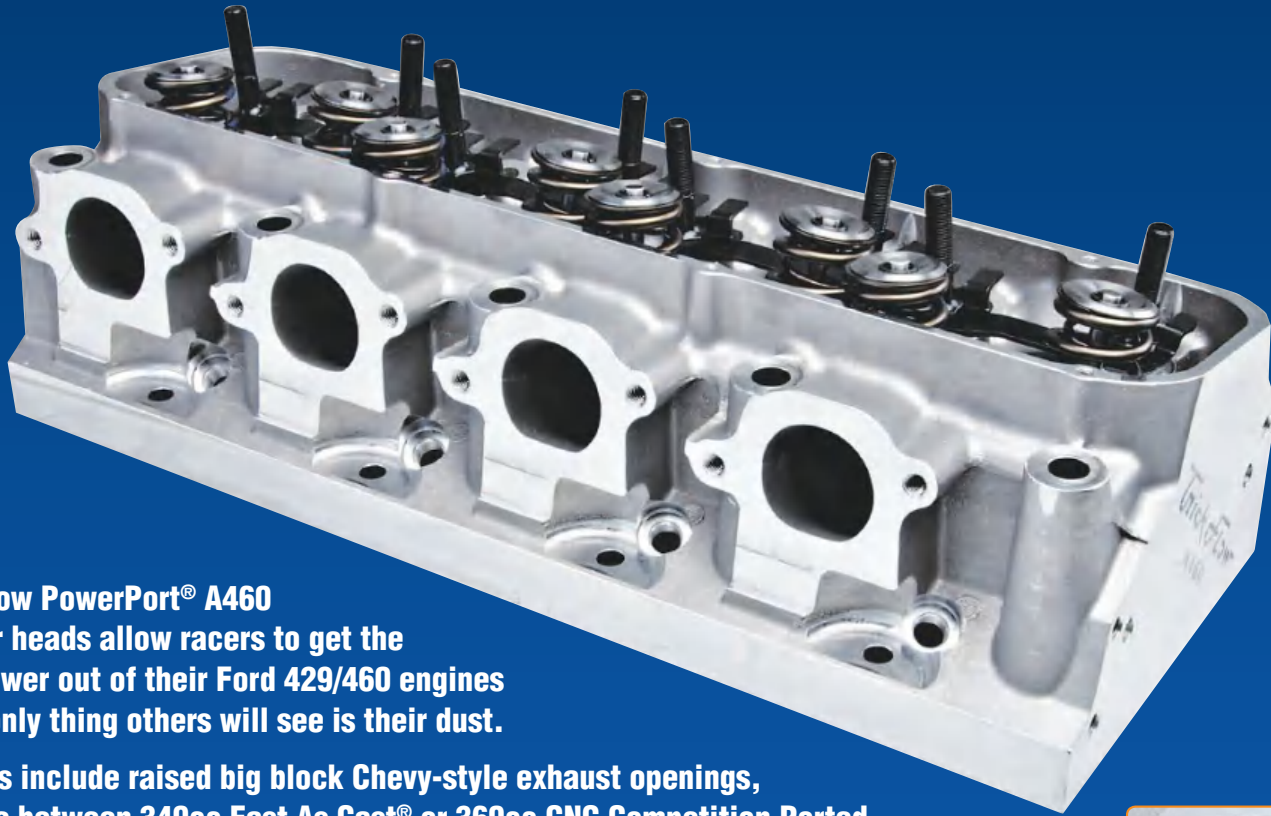
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.600"	410	280
.700"	437	304
.800"	453	321

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Bore size: 4.600"; intake valve: 2.400"; exhaust with 2" pipe.



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happily left a deposit to buy the car," he added.

To make things even better, the owner offered to trade the single carburetor intake that was on the small block for the polished tunnel ram that used to be on it back in her prime. Gary couldn't say yes fast

enough and the deal was made. The Vega was his, 26 years to the day from when he first saw the car in his youth.

Once Gary got the car home, he started posting pictures on Vega websites and on Facebook. One of Bell's friends saw a picture of the Vega and

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THROWBACK



FRIENDLY CONFINES

The era-correct black vinyl and velour interior was treated to Stewart Warner secondary gauges and a big Moroso on-dash tach. The B&M Quick Click shifter manages the gear changes and a factory Vega GT steering wheel was cool enough already without needing to be replaced with an aftermarket unit.

contacted Gary. The two were put into contact and talked at length about the car. Bell even sent several pictures of the car from project inception from bare metal all the way to a winning ISCA show car.

"With the pictures and Jim's knowledge, I've been able to get the Vega to the same condition it was in 1986," Gary said.

In its current iteration, the car features a 406 ci Chevy small block with 12.5:1 TRW forged pistons, a Lunati solid lifter cam, and the aforementioned polished Weiland tunnel ram with twin Holley 600cfm squirters. A custom Kevin Hedrick exhaust system keeps the mouse's audible ruckus street legal, and the estimated 450+ horsepower mill pushes the ponies through a beefed-up Turbo

400 with a manual valve body and a 4,000-stall converter. The high stall is critical for the era-perfect and notoriously wild-mannered induction system on the street. A chrome drive-shaft ends power rearward to the narrowed GM 12-bolt posi rearend that has been equipped with 4.88 gears and Strange axles.

The chassis features narrowed frame rails, a chrome 4-link out back along with a custom-fabricated 8-point cage to stiffen things up. Much of the front suspension is factory, but a heavy dose of chrome plating on numerous parts and pieces still sparkle after all these years.

Continuing the throwback theme, the car rides on Weld Super-Lites measuring 13x3.5-inches up front and 15x9-inch-





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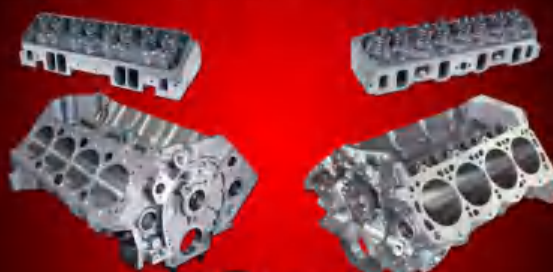
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es out back. Moroso Front Runners help keep the bowtie pointed in the right direction, while 29x12.5-15-inch MT Sportsmans provide the hook out back. Factory discs fore and drums aft help slow the car from speed. Although not massive, the baby meats in the rear are era-appropriate and

were the exact tires that were on the car its first go-round back in the day.

Inside, the Vega features racing seats and belts and a dash stuffed full of vintage Stewart Warner instrumentation supplemented by a Moroso cable-driven tach. Shifting duties are managed by a (what

else?) classic old-school B&M QuickClick shifter.

Most notably, the car still wears the iconic candy brandywine paint and multi-hued candy graphics applied back in 1985. "Another person I had the pleasure of speaking with who was involved with initially building my Vega was Dusty

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QUICK TECH SHEET

JERRY GARY RETRO PRO STREET 1970 CHEVROLET VEGA

Chassis: *Jim Bell 8-point roll cage with narrowed rear frame rails and subframe connectors.*

Suspension: *FRONT:* Highly detailed stock front clip. *REAR:* Chrome 4-link with single-adjustable coil-over shocks.

Engine: 402 ci Chevy small block. 12.5:1 TRW forged pistons. Lunati solid roller camshaft.

Induction: Polished aluminum Weiand tunnel ram intake with dual 600 cfm Holley carbs.

Power Adder: *None.*

Trans & Converter: Turbo 400 with reverse manual valve body and 4,000 stall converter.

Rear Differential: *Narrowed Chevy 12-bolt posi with 4.88 gears and Strange axles.*

Body & Paint: *Original Dusty Palmer-applied candy brandy-wine basecoat with multi-color candy graphics and hand-laid pinstriping.*

Special thanks: Original builder Jim Bell and paint/body man Dusty Palmer. Also special thanks to brother Jeff Gary, friend Ron Derrick, and wife Shari Gary.

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THROWBACK



PRO STREET PREDECESSOR

Inside, the 8-point cage adds safety and chassis support, while a pair of carpeted wheel tubs reside where the factory rear bench once lived. Underneath, the detailed and narrowed Chevy 12-bolt rides on a custom 4-link and serves to drive the MT rear meats.

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FAT TIRE AMBASSADORS

Jerry and wife Shari have become fixtures on the East Coast show circuit, attending the Southern Fried Festival, the Virginia Custom Car Show, the Ocean City Cruise, and the Iron Bridge pro street night in the past year in addition to the Street Machine Nationals and the Performance Racing Industry shows back in the Midwest. The Garys also have a shoebox Chevy and a '66 Chevelle project in the works, both getting the fat tire treatment at the moment.

Palmer. He did all the custom painting on the car," Gary said. "He had purchased the car from Jim back in the day and continued showing it for a few years. He still had the original bucket seats, red door panel inserts, and Moroso valve covers from back in the show days," he added.

Gary was thrilled to discover that the car was included in the January 2014 "Readers' Rides" section of *Popular Hot Rodding* and had the pleasure of meeting the car's original owner and

builder Jim Bell himself while showing the Vega in the Virginia Hot Rod and Custom Car show at Hampton Coliseum in Hampton, Virginia. And just like the magazine coverage came full circle, Gary intends to do the same showing the car as well. It was in attendance at the 1982 Street Machine Nationals and was in attendance in 2015, too, where it was at long last reunited with its original builder Bell. Gary and Bell cruised the grounds

Gary is thankful to wife Shari who

allows him to pursue his pro street passions, brother Jeff who helped piece the car back together, and to Ron Derrick who helped encourage him to find a Vega of his own.

Cutting edge? No. High tech? Far from it. However, Gary's little Vega is a rolling, rumbling, time capsule look into the real roots of pro street. And while Jerry made a recovery and is no longer ill like he once was, it is his throwback Vega that is sick.

But in a good way. ■



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>>Cleaning up and finishing up our shop space so we can finally get to work!



1. We had been putting it off or far too long, but wow, what a difference! (Inset): It sure doesn't take long for the junk to pile up, does it? In addition to boxes of unorganized parts and tools, we also had an enormous bundle of insulation that had yet to be installed in two exterior walls. (Main image): After a solid weekend of insulating, organizing, and cutting and installing interior panels, our space is looking pretty good if we do say so ourselves. With the other Lift Master garage door opener from Gatehouse Supplies (www.gatehousesupplies.com) installed and the Trinity International modular shelves in place (www.trinityii.com), we have a space we look forward to working in at long last. A coat of primer, some paint, and a little trim and this stage of our project will finally be complete.

RPM's continuing do-it-yourself shop series shows how you can put together and equip your own modern workspace, too!

story by

Toby Brooks

Last month we took a bit of a breather from our continuing series on the **RPM Hardcore Horsepower Garage** and showed you a cool new technique from US

Cutter to custom glass bead blast your parts. However, before we could get our vinyl cutter up and running and our new bead blaster operational, we had to clean the place out. A long winter had resulted in more than our fair share of clutter, misplaced tools

and parts, and just general mess. We decided it was long overdue to get the place picked up, organized, and finished inside with the remainder of the insulation and interior paneling installed.

The first order of business was to unpack an enormous

bundle of faced R-19 insulation we've been meaning to install for months off the floor and stuffed in the walls where it belongs. After several hot and itchy hours of work (do yourself a favor, wear appropriate sleeves and protective equipment), our walls were

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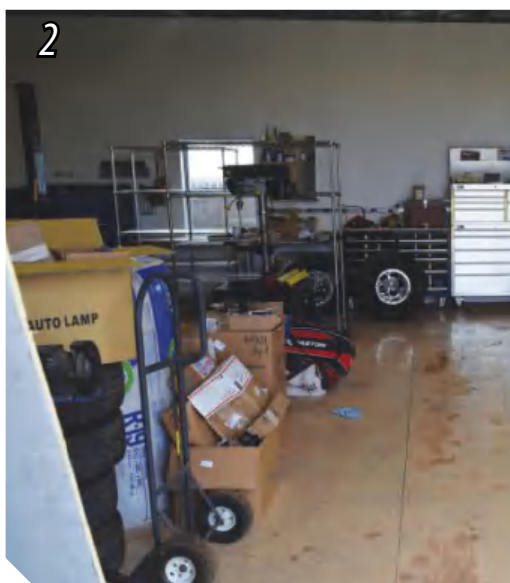
thoroughly insulated against temperature changes and sound.

The next step was to break out the saw and cut the 5/16-inch oriented strand board (OSB) that we are using to finish out the walls and install it into position. Although not a true finished surface like drywall, OSB offers several advantages in a shop install. First, it is far more durable than gypsum board, withstanding light impact and some moisture with no problem, a fact we discovered after realizing one of our windows had not been properly sealed and was leaking in our

near-record spring-time rains. Had the interior been finished in drywall, it would have been a costly and messy repair.

Thanks to our use of OSB, it was a simple process of unscrewing the nearby panel, sealing the perimeter of the window properly, and replacing the panel. A quick touchup of oil-based primer and a little paint and we are as good as new, unlike what would have awaited us had we dry-walled. Coupled with the tremendous cost savings and super-easy do-it-yourself install process for OSB, and it was a simple decision.

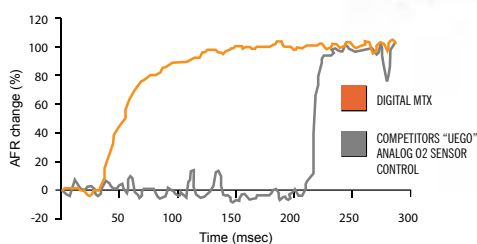
2. The window seen in this photo had a serious leak due to improper install. After we cleared out the copious amounts of clutter that had accumulated, we pulled the OSB surrounding it and fixed it with a special window and door sealant. The wet spring we had did a number on the lot where our shop sits, but the Epoxy Master floor is holding up well.



3. We bought the R-19 batt insulation on sale at a local home improvement store months ago but just hadn't gotten around to installing it. Due to our Nucor Steel Utility Building's 2x6 steel stud construction, we had to duct tape the batts in place after cutting them to fit, since batts come in 8-foot lengths and our openings were 4 feet tall. In a wood stud insulation, in most locales it is acceptable to staple the batts in place, but it is best to check local building codes first. Since our shop is in a rural location, we are not subject to inspection, but it is better to check first and do it right once. We used somewhere around 721 rolls of duct tape on the insulation install...give or take.



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4. OSB install was a relatively simple process of cutting and installing with self-tapping screws once insulation was complete. We will eventually add baseboards and trim to the windows and doors, but there is no denying that the finished and insulated walls make for a much nicer workspace, even before paint and trim.

5. There is much to see in this photo. First, we were especially happy to finally trim out the shop's breaker box and ensure safety for any in that particular corner of the space. To the right of the photo, you can see our Trinity International tool storage and tables as well as our Miller Arc Station and some of the Pit Pal Products cabinets and organizers we've installed in the shop. The wall to the right has been primed with oil based primer and hit with two coats of paint, something we hope to do to the newly installed wall to the left sometime this summer. Shop projects are a lot like project cars: no matter how much time or money you invest, there is always that one other thing you intend to do that doesn't quite get finished.

6



6. With the walls finally insulated and OSB in place, we were able to install the other Lift Master garage door operator from Gatehouse Supplies. Both operators are now connected to our Lift Master myQ account and we can operate the doors from anywhere using our iPhone. The Greg Smith Equipment lift has already come in handy, and the Trinity International shelving units are very handy for tool and parts storage. After a coat of primer and paint, the interior of the shop will be bright, durable, and should look great.

With the walls finished up, all that's left to do on the lower level is to prime and paint and add some trim. Another solid weekend worth of work and this stage of our now more than year-long project will be complete.

Next up we will be finishing up the upper loft area and stairway with some

much-needed paint, carpet, and still more insulation and wall panels. Additionally, we are considering adding in some additional windows for a bit more natural light.

Tune in next time as we continue to show you step-by-step exactly how you can create your own modern workspace, too! 

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august **2015**





SNAKE PREPARING TO BITE

Robert Patrick wows the crowds with old school long smoky burnouts. Setting the tire temp is of utmost importance in Pro Modified drag racing.

Robert Patrick's name has been synonymous with ultra-fast Mustangs for years, winning championships, setting national records and becoming a household name while piloting various forms of the wildly popular Ford body style with his mother and father's 40+ years Purvis Ford (Fredericksburg, VA) dealership name prominently displayed on the side of each and every one of them. Robert proudly states that ownership of the newest version of the Purvis Ford Racing Team Mustang are his parents Eli and Bonnie Patrick who both love this form of drag racing and support Robert as the driver and tuner of their new "Super Snake."

A quick history of the Super Snake Mustang: in 1967 Carroll Shelby designed one Mustang, naming it the "Super Snake." The car was capable of 170+MPH, sporting a one-piece fiberglass front end, custom wheels and tires, and a host of other Shelby tricks and secrets. The Super Snake was to become a new option package, but the 50 to be built never made it past the drawing board and that one and only Super Snake Mustang recently sold at auction for a record \$1.3 million. Ford brought the name back in 2007 with an option package in a limited 500-car production run and today you can get the option with 850hp if you have the wallet and the guts to take ownership of one.

As a driver, Robert Patrick has been involved in almost all categories of the professional drag race scene. As an IHRA Pro Stock Champion, he's gained notoriety in the Mountain Motors and much experience through his career from some of the biggest names in racing: Rickie Smith, Scotty Canon, and the list goes on. Nowadays though, he can be found in the wild, high-powered world of Pro Modified as a favored contender anywhere he runs. With the pressures of sponsorships, costs, and long distance travelling that come hand in hand with championship level drag racing—and more importantly, his desire to race close to home—Robert chooses his appearances carefully so as to not spread himself too thin over the hectic and sometimes conflicting schedules of many different organizations. He did note during a recent interview, however, that he would like to become the second racer in IHRA history to win a championship in two professional level classes—his past 2007 IHRA Pro Stock Championship and the new IHRA Crower Pro Modified class. A 2015 win in the latter would turn that into reality.

Following a high-speed crash in 2012 in which Patrick was injured, he took a year off from the driver's seat to recuperate from a leg injury while plans for a new car were in the works. The final decision was to have a complete Jerry Bickel 2014 Mustang based on the Shelby GT500 Super

SNAKE HANDLER

Snake replace its heavily damaged predecessor. This new Mustang would come to life from a pile of chromoly tubes welded to perfection, creating a double framerail 25.1.E chassis built to the high level of excellence that Jerry Bickel Race Cars is known for.

The body is a Bickel 2014 carbon fiber Mustang Pro Stock body with a Roush front end. The body was heavily modified by none other than Jeff Hoskins and his crew of brothers; Chris Werner, who computer designed the Super Snake look by adding proper dimensions, reshaping the hood and creating the hood scoop, all while keeping the weight to a minimum, and Jake Werner who prepared the carbon fiber.

Hoskins came to Robert with side-by-side comparisons of the original front

and the new concept created to give the Mustang the Super Snake look and he immediately gave the concept two thumbs up. Painter extraordinaire Jeff Hoskins then laid down the stunning factory Ford Red Candy skin and High Performance White stripes just as you would order from the Ford option catalog with details so perfect, the final result is—in a word—brilliant! And that one-of-a-kind front end just looks flat out badass.

Power comes from a custom designed Sonny's Racing Engines 903ci Ford which starts life as a solid chunk of aluminum and is then milled to a specification of bolt patterns that designate it a "Ford" or "GM" piece. This motor is advertised as producing 1,730+horsepower on motor and well past 2,750 on four easy stages of spray.



JUICED DISPLACEMENT

Stuffing all 903 cubic inches of big block into this chassis and keeping it so well designed was a task in itself, yet everything on the car is easily accessible and highly detailed. The motor claims 1730+horsepower naturally aspirated and well over 2,750 on four small stages of nitrous oxide.



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SNAKE'S GUTS

The very cramped cockpit of the Super Snake might look intimidating to some, but not to Patrick. He's honed his skills in these seats for years as a champion and major contender. If it wasn't needed inside to keep data flowing and Patrick notified of everything on each run it wouldn't be there, as the Snake weighs in at around 2,330 to 2,350lbs.

The .300 bore space is filled with Sonny's custom pistons sealed by their own ring combination on GRP billet aluminum rods spun by a Bryant billet crank. A Jesel belt drive rotates the secret Sonny's 77mm needle bearing camshaft grind which opens the massive titanium valves via the shaft mounted rocker arm system. Sonny's fully ported CNC "Ford designated" 16-degree Stage II billet cylinder heads are covered by billet valve covers. Ignition is handled through all MSD components from crank trigger to wires.

The induction system is a Sonny's CNC billet Intake with an Edelbrock EFI system fueled by a Waterman mechanical pump. The FI, at this level of racing, not only allows the engine to recover quickly from massive vibration, but it saves weight and isn't interrupted by violent tire shake.

The magic to making big horsepower numbers even bigger is the nitrous system, which comes in incrementally through the run with four dedicated stages. Exhaust gasses exit through Pro Fab polished stainless 3-inch primary head-



ers with O2 and EGT sensors into 5-inch bullhorn pipes. Keeping all this alive is a Dailey 6-stage dry sump lightweight oiling system and a small radiator to keep things cool at almost 3,000 hp.

All this power and torque is sent through a RAM three disc 10-inch clutch covered in a Trick Titanium clutch can, then onto an air shifted (or manually shifted depending on track conditions)

Lenco 3-speed transmission. Patrick shifts the Mustang, depending on track conditions, at anywhere from 6,600 - 7,200 RPM, crossing the finish line around 8,100 RPM. While this may seem a bit

low to some, he relies on pure big cubic inch grunt to get the job done.

Inside the all-carbon fiber and highly detailed cockpit, next to Patrick's poured ISP seat sits dual carbon fiber nitrous

bottles. A Racepak dash is mounted directly in front and fed valuable information via a Racepak VS300 logger with sensors placed throughout the car's working parts ensuring that all vital

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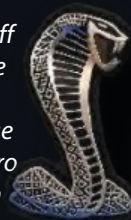
QUICK STRIKE OUT OF THE HOLE

Patrick knows how to excite the crowd and keep performance on his list. The sight of this Red Candy Mustang launching up on the massive Goodyears tells the whole story behind his neck-snapping .945 and under 60-foot times.



SNAKE'S TAIL

It still has that Shelby look, but a wing, wheelie bars and dual chutes hang off the back of the Super Snake while a Strange Engineering Pro Mod 11.5-inch diff is tucked under the gorgeous modified carbon fiber Pro Stock Mustang body.



CHARMING CREW

The team is highly recognizable in the Ford racing apparel of Purvis Ford, Patrick's parents' business in Fredericksburg, VA for over 40 years.



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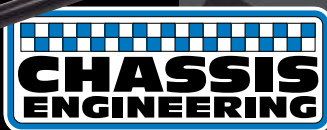
The power comes in so smooth on the electronic fuel injected big block, helping to keep the car planted to the track. Seen here analyzing the track surface temperature and feel, Patrick is the mind behind the tune up and is also very loyal to his sponsors and engine builder, giving them highly visible areas of the car's real estate.



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SOUNDS LIKE A BROKEN RECORD

Recent racing events have put Patrick's numbers into the spotlight. His personal best ET is a 5.81, set in 2014 and he's knocking on the door of 250 mph as seen here.



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This is just a small sample of what goes into a race car of this caliber in the way of hoses and wiring.



signs are constantly monitored.

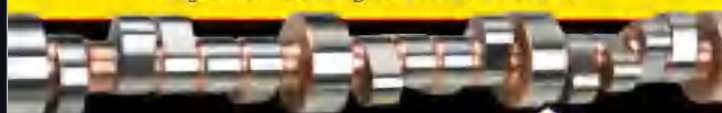
Once the car's MSD APS starter is cranked over by the 16-volt battery, Patrick relies on Strange Engineering to rotate the earth via their 11.5-inch Pro Mod fl after rearend. A host of different gear ratios are used depending on track conditions and the tune up used.

The uly adjustable 4-link rear suspension system is the bread and butter of a Pro Mod and its setup is typically a tightly guarded secret. You can have all the power and car you need, but without suspension tuning, these high-powered machines can easily overpower the track. As a result, once a team finds the sweet spot in the suspension, they keep it to themselves.

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HEY MAN...I THINK YOU LEFT YOUR LIGHTS ON

Renowned painter Jeff Hoskins is responsible for airbrushing the impressive artwork on the Super Snake with help from his shop crew of brothers Jake and Chris Werner. The custom artwork is incredibly detailed and realistic.



BUILT FORD TOUGH

Details of the Purvis Ford Pro Mod are incredible. The Super Snake theme is carried throughout the build. And if you had any question about how ginormous a pro mod exhaust is, check out the football corking the outlet in the pits!

slicks as the custom fabricated chromoly 80-inch wheelie bars keep the Snake lined up during a pass and poised to strike. The task of slowing the mighty Ford down from 245+mph speeds after the hit is taken on by Strange carbon fiber brakes and dual parachutes.

From the pits to finish line, the Purvis Ford Racing Team is composed of consummate

professionals. Prior to the run, you'll find Patrick analyzing the track surface all the way out to the 330-foot mark while greeting his competitors and fans on the sidelines, willing to take a few minutes to shake hands or have a brief conversation as his head is filled with calculations in preparation for his upcoming run. The team rig is the size of a small shop on wheels, and has to be in order to house all of the equipment and spare parts needed to compete at this level. It is spotless, with everything in its place and is where Patrick can be found between rounds intensely managing data, monitoring every graph from previous runs, and plotting changes for the next pass. Patrick shares much of his pass data and thoughts of his runs on his Facebook Fan Page with his many followers.

A tight knit team keeps the car in perfect working order, from Crew Chief Rich Purdy, clutch man Gary Futrell, Jason Dring on truck & shop maintenance, along with general maintenance taken on by T.J. Estevez and Dylon Sidney.

With roots very deep in the Mid Atlantic racing scene, Patrick's newest Super Snake has also been seen doing battle in the NEOPMA Pro Modified Racing Series in 2015 where he

continued on page 76

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SNAKE HANDLER



holds both ends (ET and MPH) of the Nitrous Pro Mod record. During the Capitol Raceway "Battle On The Hill" Patrick screamed to a 5.90 @ 247mph on his first qualifier, exciting the crowd as his pipes were lit up the full length of the quarter-mile. With his sights also set on the PDRA (Professional Drag Racing Association) and IHRA, he recently competed in the President's Cup Nationals at Maryland International Raceway June 20th, won his first round, and reset the IHRA record with a blistering 5.856 at 248 MPH!

With only a few passes on the new engine, it looks as though he's on track to break his personal best 5.81 quarter-mile pass from 2014. Patrick says that they have yet to

bring in the fourth system with the extra power at the point in the run to really get after it on the front half of the track, which he feels would put them on solid ground to pull a full tenth out of the 330ft time, equating to a high 5.70 pass in the quarter-mile and in legal trim.

Patrick is definitely back and again making his presence known with his new Super Snake within the ranks of the highly competitive Pro Modified drag race scene. With old rivalries taking aim and looking to put him on the trailer early, they'll need to bring their A++ game. If not, they may just feel the bite of this Snake's venom as its handler puts the bite on them before they even know what's coming. ■

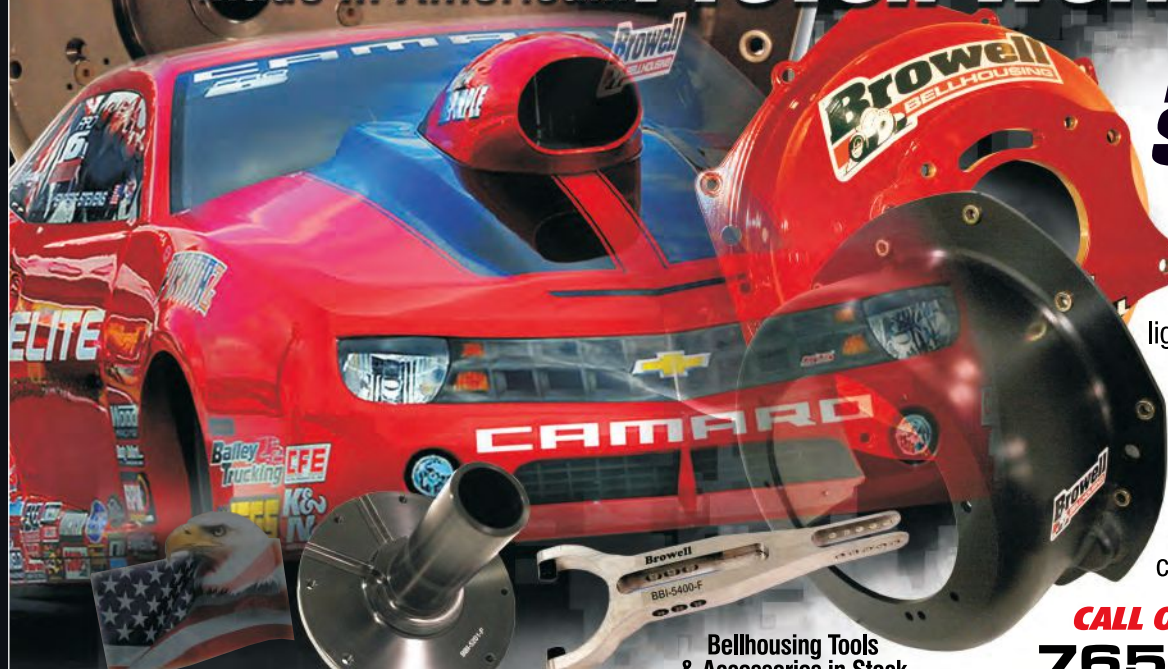




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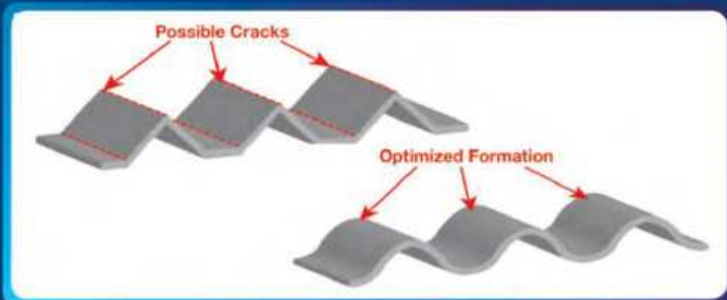
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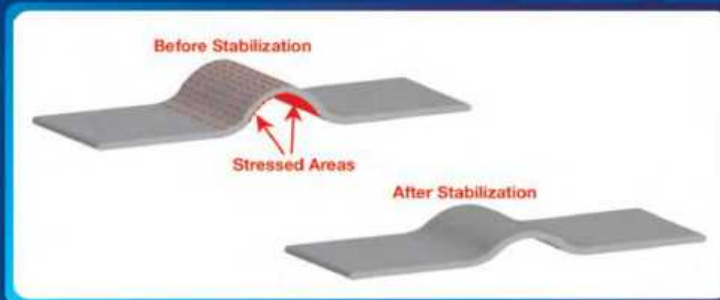
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EXTREME EVENTS

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STREET MACHINE NATIONALS
32nd Annual



STREET MACHINE REUNION RELOADED

story and photos by **Toby Brooks**

Over 2,800 participants and 25,000 spectators converge on the historic Du Quoin State Fairgrounds for the revived and rejuvenated Street Machine Nationals

It is one thing to roll out heroes of the past for a couple of summers to celebrate years gone by. It is quite another to attempt to reignite what could aptly be termed a cultural street machining phe-

nomenon, but by most accounts, the 32nd Annual Street Machine Nationals held June 26-28 in Du Quoin, Illinois likely did just that. And if social media buzz is any indication, the Nats could be regaining their place as a

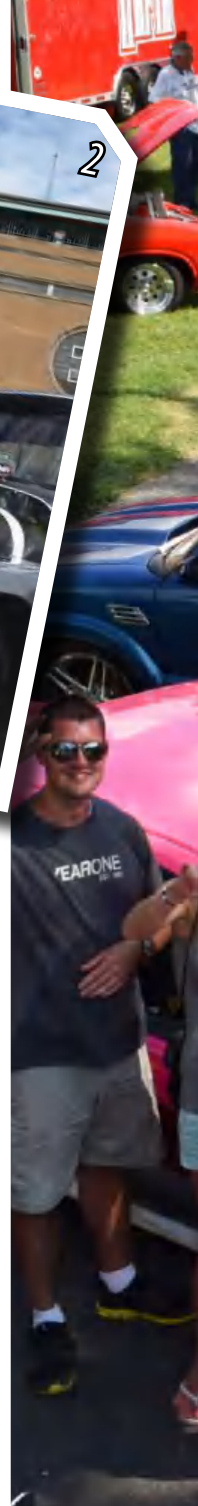
must-see event for anyone interested in high performance street machines, especially those who love pro street. With a seemingly endless stream of fat-tired creations lined up on the new Pro Street Alley, it was heaven on

Earth for anyone who appreciates fat tires and insane induction.

The event kicked off on Friday with a relatively small but steadily growing crowd. The threat of rain certainly didn't help, and event

promoters announced what would be considered the only disappointment of the weekend with the newly added autocross competition having to be cancelled due to unsafe track conditions. While the sprawling 1,600-acre

1: Carl Peters' insane Chevy Blazer proves if a little is good, a lot is better with a 540 BBC sporting a B&M blower and trio of Edelbrock carbs. **2:** Bradley Gray ascribes to the same motto, as his Chevy pickup features a pair of 6-71 huffers on an incredibly well-detailed small block. **3:** The expansive fairgrounds were heavily filled by Saturday. Acres upon acres of tall shade trees, asphalt cruising, and gorgeous lakes makes the facility one of the best in the world for a show like the Nats. **4:** Friends old and new get together at Du Quoin, and egos are checked at the gate. Ask most any participant...it is more like a family reunion than a car show.





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3



4

THE NATS

facility with rolling hills, lakes, and hundreds if not thousands of shade trees certainly has ample space to accommodate thousands of cars, unusually high rainfall in the weeks leading up to the event had left the grounds totally saturated. Virtually any amount of new rainfall would have rendered the grassy areas a sloppy, muddy mess. Thankfully, Mother Nature held off and not a drop fell while the gates were open during the three-day event.

By Saturday, the grounds filled to near capacity and the crowd was comparable to days gone by for those in attendance who had experienced it all before. The Legends were there, with Matt & Debbie Hay bringing their iconic pink Thunderbird back for what they have hinted would be the last time. Similarly, contemporaries Mark & Diana Grimes also brought their blown & injected pro street Malibu back for one last cruise, as well. Other legends cars such as Gary Buckles' Camaro and Troy Trepanier's Pro Box Impala were there, as well. Jerry and Shari Gary brought their Vega, even treating original builder Jim Bell to a cruise in the car on Saturday.

Bell had showed the same car at the 1982 Nats. And although they didn't have pro street cars at the show, other legends such as Rocky Robertson, Wally Elder, and Todd Clark also made appearances as did legendary automotive journalist John Baechtel. The real news, however, was the show's fresh infusion of new blood.

Tony Netzel brought his "WAWAZAT" twin turbo Plymouth Belvedere all the way from Minnesota, and it proved to be a crowd, contemporary, and judge favorite. The 700+ hp green beast took and Editor's Choice award, a highly-coveted Legends' Choice award, and gaggle of other honors. Ohio native Ed Lemanski's trick little Chevy Vega took a Legends' Choice award and runner-up in Pro Engineered. Tommy & Joy Phister's 1967 Camaro was another car we took notice of right away, with incredible House of Kolors paint and a show-stopping custom interior to go along with a healthy nitrous-injected big block. Josh Lester brought his former *RPM* cover car ProCharged Oldsmobile, parking it right beside friend Kim Gough's former *TUBBED* Magazine feature car pro street Caprice wagon for much of the

5



5: Tony Netzel brought his cool twin-turbo Plymouth Belvedere all the way from Duluth, Minnesota to debut it at the show. In addition to garnering an Editor's Choice award and Best Turbocharged Pro Street, Netzel walked away with one of three Legends' Choice awards. Look for a full feature in our sister publication *TUBBED* soon. Just behind the Plymouth, Kim Gough's blown and injected and air-ride equipped pro street wagon won Best Stance.

STREET MACHINE NATIONALS



6: Josh Lester's Cutlass is a former RPM cover car. Lester recently updated the ProCharged mill to EFI.



6




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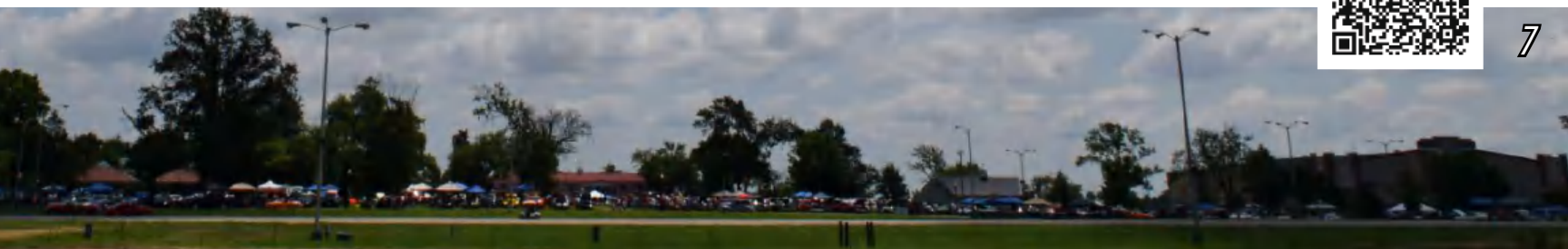
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7: It is difficult to convey the overall magnitude and scope of the Nats in just a few pics. The good news is that the facility has room for more in 2016, and the event has played host to as many as 5,000 cars in the past.

weekend. Showing just how timeless their cars could be, the Hay's pink Thunderbird took first place in Pro Engineered and the Grimes' Malibu captured a runner-up along with Lemanski's Vega. Rod Bollini's wild "Skullzilla" Dodge Dakota garnered Best Paint & Graphics honors.

Yet another hit of the show was Bradley Gray's "Blown Mafia" display that included two Chevy pickups,

a 1969 Camaro, and even a Peterbilt semi and stacker trailer that could only be described as beautiful wretched excess of the highest caliber. While some bristle at the crazy induction systems Gray has conjured and created in his rides, close inspection reveals an attention to detail and craftsmanship that few can approach. His red Chevy pickup took Pro Street Grand Champion, and the incredibly

humble and genuinely nice North Carolina native insisted he plans to return for next year. Gray was also kind enough to allow *RPM*'s very own Project aPocalypse Horse to hitch a ride from Virginia Rod Company in the available upper deck of his rig. With a lot of work and a little luck, the Horse will be complete in time for next year's event.

A total of 2,814 participants cruised the



8: The Nats again honored Legends and Champions, again organized by Toby Brooks. Seen here left to right, Debbie Hay, Matt Hay, Toby Brooks, Rick Dobbertin, John Baechtel, and Rocky Robertson. Other Legends of Pro Street in attendance but not present for the photo were Gary Buckles, Todd Clark, Wally Elder, and Mark & Diana Grimes. The Hays and the Grimes both took home hardware for their efforts.



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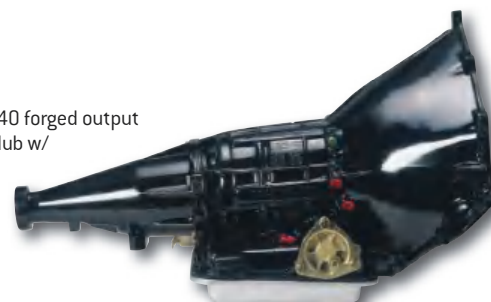
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THE NATS

9



9: Tommy & Joy Phister's '67 Camaro is as cool as they come. With owner-done paint & body, an incredible all-leather interior, and an NOS nitrous equipped 572 big block, it is the total package. It took Best GM in the Street Machine category.

grounds as a total of 25,089 spectators looked on. Saturday was undoubtedly the busiest of the weekend with the long cruise circuit that ordinarily would take 15 minutes tops with no traffic slowed to a crawl, requiring more than an hour in the crush of stop-and-go high horsepower traffic by high noon. With participants hailing from all over the nation, none travelled a greater distance than Aussies Grant Hodgson and Colin Gobby.

"If you pull out a globe and use a piece of string to check, you can see that there is no place on Earth further from Perth than Du Quoin, Il-

linois," Gobby said. The cool blown and EFI'd righthand drive 1973 Falcon XA Coupe was recently awarded a Long Haul Gang award on the Power Tour and was a fan favorite at the Nats. The car will be driven to Chicago and soon will be crated in order to be returned to Australia later this year.

A sprawling Manufacturer's Midway allowed spectators plenty of chances to interact with representatives from a number of automotive performance companies. The COMP Cams Engine Builder Duel pitted teams against one another to see who could put together and fire a small block

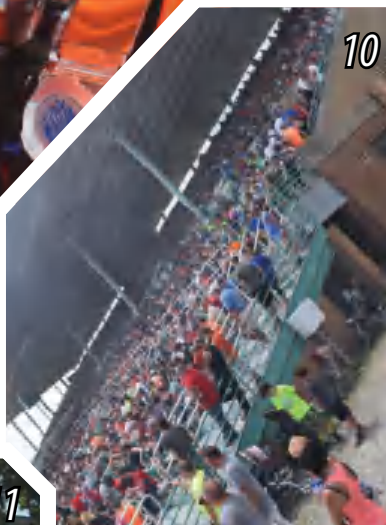
Chevy engine the fastest. Nearby Southern Illinois University's Department of Automotive Engineering hosted a Car Clinic to help participants with mechanical troubles either get repairs, source tools, or both. The well-appointed food court area kept the air filled with the smell of freshly grilled brats, funnel cakes, and other fairgrounds staples. The Lucas Oil Dyno Challenge gave participants the opportunity to see what kind of power their ride could put to the rear wheels.

On Sunday, the Mickey Thompson burnout competition was a crowd favorite viewed by thousands in the

10: Several thousand filled the grandstand to watch the burnout contest.



10



11

11: Project aPocalypSe Horse was on hand after hitching a ride with from Virginia. RPM was in the house, too, handing out free mags and talking horsepower all weekend.



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12

12: We spotted and heard Terry Ciesla's incredible "BLONBOX" from across the fairgrounds. We chased him down to shoot a full feature.

main grandstand, and the always-popular Miss Street Machine Nationals competition took place on the main stage. The weekend concluded with the awards ceremony, punctuated with the Ion Shoot/Share video board. Temps held below 90 degrees all weekend and the threat of rain held off completely. While nearby I-57 Dragway was closed for improvements, it will undoubtedly be a popular spot for the

return of Midnight Drags next year, as the 1/8-mile racing surface is being replaced entirely with new concrete this summer.

Local residents and civic leaders alike were vocally supportive of this summer's event, vowing to invest more in coming years to roll out the proverbial red carpet and make show-goers feel even more welcome. With the potential to bolster the region's

economy without all the hassles of the past, the event is a valuable and marketable commodity that the Du Quoin community would be wise to embrace. Du Quoin mayor Guy Alongi was very pleased with the event.

"It was a very friendly event that drew a lot of people to our town of 6,000 residents," he said. "The Street Machines crowd was very respectful of our community and we



13

13: Aussie Grant Hodgson of Perth, Australia brought this super-cool blown & injected right-hand drive Ford Falcon, easily taking the "Long Distance" award.



14: Ohio native Ed Lemanski debuted this incredible full-tube chassis and 4-71-blown Vega. Full of custom tricks, it was awarded a Legends' Choice award and runner-up in Pro Engineered.



14



17: Former SMNats Grand Champion Jim Martino and daughter Andrea brought out this crowd-favorite Mad Max replica.



15 & 16: The COMP Cams Engine Builders' Duel and the Lucas Oil Dyno Challenge were popular events that went on all weekend. Here, Jeff Reeser backs his nasty pro street '69 Camaro up for a spin on the dyno.



18: Rod Bollini's "Skullzilla" took best paint & graphics honors.

are hopeful that we can make this a long-term arrangement with additional things like live music and other things to make it a must-see event for people throughout the region, not to mention the nation and the world," he added.

Family Events VP of Marketing and Communication Matthew Louck was pleased with the weekend, as well. "This event is still a top-10 car show in the nation and a must-attend event for enthusiasts," he said. "It is positive that we are still seeing participant growth in year three of the return of the Street Machine Nationals to Du Quoin. We are already working on ways to get the word out even more to further reaching areas," he added.

So while the 2015 Nats were a far cry from the wild and crazy times of the past, the event was a resounding success on virtually every level. Plans are already under way for an even bigger event for 2016, and with the return of the Midnight Drags aspect of the Nats, and the inclusion of this year's scrapped autocross, the 33rd installment promises to be more than just pretty faces but a legitimate venue for street/strip warriors to prove their mettle. Throw in some live music and cook-off competitions and there will be fun for the whole family.

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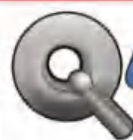


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SEARS' SPECIAL

With a lot of hard work and help from friends, John Sears' Malibu has been transformed into an X275 warrior.

There's nothing like the satisfaction of building a car of your own. Whether it is your driver with a few mods or an all-out race car, the feeling of seeing your hard work and effort come together in a well-built project is second to none. John Sears has known that feeling time and time again, but his latest project is his dream car.

If you're not familiar with the name, John Sears is the man behind bringing the biggest class ever into drag radial racing, "X275," a heads-up small tire stock-type suspension class that has gone wild of late. Built specifically for those small tire radial racers, the

class was first raced at Virginia Motorsports Park and not only are his rules used in the States, but also across the globe, even in Australia where the class is getting bigger and bigger within the Australian Pro Street Association. Along with X275, John has worked on other similar classes such as "Nitrous X" and also worked with other rule makers and series with their Outlaw class rules.

Sears moved from the sunshine state of Florida to Pennsylvania, Virginia in 2007, and I may be partly to blame for that. When Sears was considering the move and asked about the area, I made sure he knew that we had a lot of tracks close by...and the weather wasn't too

bad either! Soon after, Sears along with wife Laura made the move. And along with them came John's 1980 Chevy Malibu.

Sears has been racing for 28 years now and his interest started with a neighbor down the street who always had fast street cars and would let him hang around and learn a thing or two. Sears' first race car was a street raced 1969 Chevelle with a small block and a hit of nitrous. The car would go into the low 10s and found its way into the action on the streets (and even onto the news when the street racing in Florida was going crazy during the mid-90s). His next car would be an '87 Buick Turbo T-Type with a

wild little 3.8 liter turbo motor. Although it was an 11-second daily driver, Sears says it was a blast to own and drive!

Eventually he'd commit to track racing and acquired the Malibu that started out with a small block nitrous combo that put the car in the low 6-second zone in the 1/8th. Sears' son Matt would come up from his home in Florida to drive the car at a few local tracks just to get some seat time, and when John eventually got his third-gen Camaro up and running the pair would take both cars out.

The Malibu suffered a brush with the wall during a race and would need some serious attention before it would ever see

story and photos by *Tim Lewis*

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the track again, and that is where this project really started. Shortly after the wreck, Sears made the call to Akin, South Carolina and tapped the father and son team of Bob and Jay Giannelli at NRC Motorsports to take on the repairs. Bob and Jay tore the car down to find the problems that needed to be fixed, and Sears

thought, "while it is in the shop you might as well do some upgrades right?"

Those upgrades turned into a 100% rebuild. Once the work was started on the chassis a complete new front suspension from the guys at TRZ Motorsports was installed. Mark Menscer of Menscer Motorsports provided the worked-over



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Afco shocks front and rear. A heavily beefed-up GM 8.5 rear was added and packed with 33-spline axles and a set of 4.10 gears.

The car rolls on a cool set of Hole Shot Performance Wheels Revolvers that have been treated to a single beadlock on the rear, and the tires are none other than Mickey Thompson 275/60 Drag Radials out back and 26x7.50 front runners.

Once the mechanical work was well in hand, the bodywork and a fresh new coat of paint was next, and 2 Keys Customs were called on for the job. They added a new removable fiberglass nose, doors and dash from GlassTek, and the fiberglass bumpers are from Eric Kenward at Heads Up Composites. Now that the body was fixed from the wreck, it was ready for its Ice Blue skin.

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A DASH OF THIS...

The Malibu features a simple but clean and functional interior designed around the cage work by Bob and Jay at NRC Motorsports. With the glass dash removed, all the electronics and wiring that go into a modern competitive small tire drag car are visible. Nice clean installs like this come in handy for access when there is a problem.



Once it was time for final assembly, a new wiring assembly from Dave Zimmerman at Team Z Motorsports was used and a new nitrous controller from Sebastian at NLR along with switches, wiring and controls from Gil at Speedwire were installed. Data Logging comes from

Hyperactive and Racepak. The inside was finished up with custom door panels by Scott Rod Fab and an assortment of fresh new reproduction OEM style interior parts plus all new seals and weather stripping. Now, with all these upgrades Sears didn't

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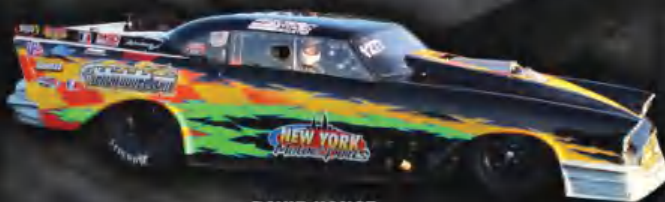
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want to go back to the old 23-degree headed small block, so a new engine combo was purchased from radial racer Barry Mitchell. Clements Racing Engines in Spartanburg, South Carolina built the SB2 with a 4.165 bore and a stroke coming in

at 3.750. A Callies crank spins Oliver rods inside of the GM Bowtie block. SB2 heads were used with a full Jesel valvetrain. The intake is a GM Nascar 4150 topped with a Quick Fuel 4150 carb. Drilled into the intake runners is a Steve Johnson-plumbed

Induction Solutions direct port nitrous system.

A new transmission was needed to cope with the new found power. A Coan-built Powerglide with a 1.69 first gear houses a PTC 9.5-inch converter to help manage the brutal launches.

When all was said and done, the newly-rebuilt ride tipped the scales at a surprisingly lean 2,730 lbs. without the driver. Ben Schooler at A1 Speed in Stafford, Virginia scaled the car out and put the initial setup on the suspension to get the car to



BU BACK THEN

This is how the car looked before the rebuild (John's son Matt is behind the wheel). Lots of body work and new parts were needed after the accident to make it into the car it is today.



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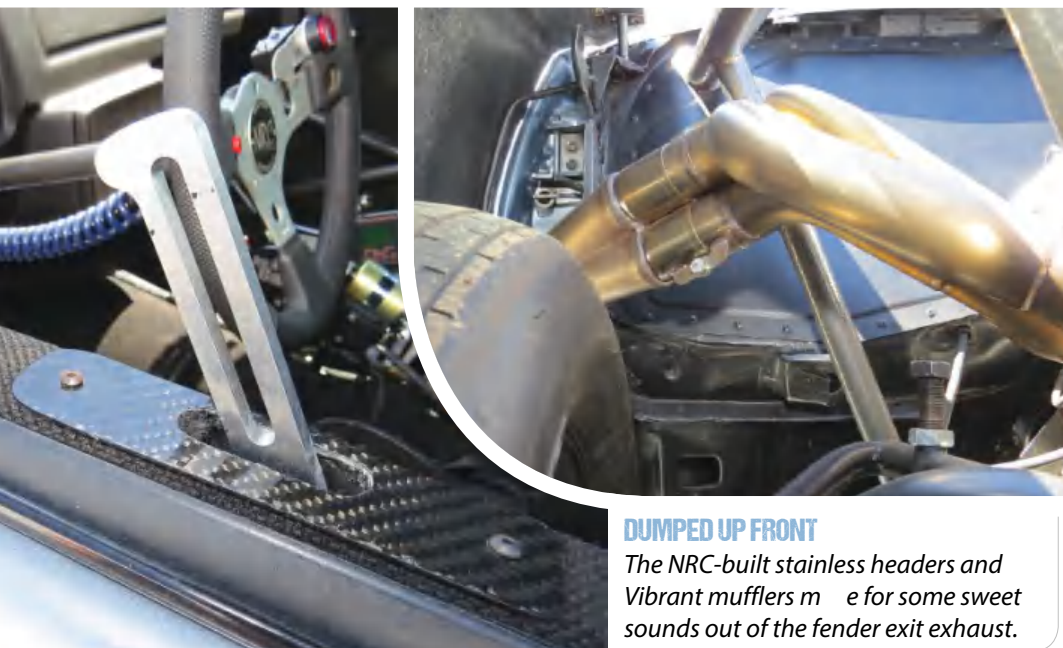
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MAN BEHIND THE X

go down into the 4.90 range over 140mph in the eighth-mile.

Sears is quick to thank everybody who has helped out along the way. "Special thanks to my wife for being patient with my obsession of drag racing. My crew members; Randy Van Raden and Charles Robertson for always making sure the car is right and sending me down the track in a safe car. Bob and Jay at NRC for building me such a great car. Barry Mitchell for all his advice and the great deal on getting this engine! And Dean Marinis for the help with the nitrous

tunes and keeping me patient on the progress of lowering the ETs."

So what's in store with Sears and X275 for the rest of 2015? For the X275 class itself, Sears has his hands full with the tough job of trying to keep things in line with racers and rules, and cars getting quicker and faster at every race. As for the Malibu, it can definitely be found in X275 whenever possible plus any index racing that Sears can get to. But no matter what he runs, the car will always run Sears' signature tire, the M/T 275.

After all, he named a class after it. ■



PSSSSST....

Sears gives one last purge of the nitrous to get the bottle pressure just right before staging. Randy Van Raden helps Sears out racing the Malibu after stepping away from the driver seat a few years back.

Sears (left) and Van Raden have worked hard together on getting the car back up and running since picking it up from NRC.



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With all the rain we have been getting, our time in the shop has been limited the past three months. Someone actually joked the other day that we should be building a boat instead of a car, but that's not gonna happen. Before we get back to the completion of the hot and cold side of our turbo and the installation of the fuel system next month, we thought we would go over some of the components we will be using.

The need for more efficient fuel systems has grown over the years because of the improved airflow being provided

by high performance carburetors, intake manifolds, and cylinder heads. The correct volume of fuel that is needed to support the amount of horsepower that the engine can produce can be crucial. Attention to this important detail will have a substantial impact on wear and tear on the parts in your engine, its overall performance, and even winning a race.

While we at **RPM** are happy to assist in presenting you with the basics, there really is no substitute for personalized tech support. Don't hesitate to consult a tech specialist if you have questions about what part or parts you should use for your specific application. That

is what such individuals are there for, and the only stupid question is the one not asked.

When it came to our fuel system, we thought long and hard about every component that we would be using, and yes, we left some room for the ability to support future upgrades.

Our system starts out with a front-mounted aluminum four gallon fuel cell from Rhodes Race Cars. In addition to RRC carrying a large quantity of race car parts, they also provide state-of-the-art precision machining services to the public. After speaking with Josh at RRC we chose several upgrades to our custom built cell and had it powder coated red as well.

The bulk of the components being used for our Project Back On Track Camaro fuel system are from Aeromotive Inc. Aeromotive believes that performance means reliability, longevity and durability and this is the philosophy they have built their company and their products around. Every product that leaves their facility has been tested to the strictest standards and is guaranteed by Aeromotive for integrity and reliability.

We will be using an Aeromotive 11104 Eliminator pump that features their dual chamber pumping mechanism. This pump is capable of producing 25% more flow at pressure than

1: Aeromotive recommends using only 100-micron P/N #12304, #12302 or an acceptable equivalent in pre-pump filters. Use of an improper filter can cause more problems than it solves by creating inlet restrictions. These restrictions create vacuum, which causes cavitation, which in turn can lead to fuel pump damage.

their very popular A1000 fuel pump. It is suitable for up to 1,700 HP on forced induction or 2,300 HP naturally-aspirated carbureted engines, making it a perfect fit for our blow-through turbo application.

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2



2: For 200—3,000 plus HP applications, Aeromotive filter assemblies offer unmatched flow, ease of installation and maintenance, along with the impeccable machining and a finish you've come to expect from all of their components.

4



4: The A2000 Bypass Regulator provides unmatched boost reference and high flow capacity. This regulator is compatible with any high volume electric or mechanical fuel pump.

3



3: While this continuous duty 'Street Warrior' supports big horsepower and maintains the drivability necessary for a true high performance street car, it will supply plenty of fuel for our race needs.

mance is having proper filtration. The 12302 pre-pump filter we are using offers a high-flow, 100-micron cleanable stainless steel element. It can flow 2,000 lbs/hr with a pressure drop of less than .15 PSI. This, coupled with the 12335 high-flow, 40-micron stainless steel post-pump filter will provide us protection with minimum restriction for our application or other systems up to 3,000 HP.

Since we are going with a blow-through carburetor configuration, a boost-referenced bypass is a must. The 13202 bypass regulator will provide us with rock steady pressure and is adjustable from 2-20 PSI. This regulator will provide fuel pressure rises on a 1:1 ratio when referencing boost. Aeromotive offers all the fittings needed to plumb your system including the two ORB-10 fittings

for both the inlet and return ports, as well as the two ORB-08 fittings for the outlet ports we will be using.

When it comes to the carburetor, there are several factors that will dictate the right one for your application. While there is a formula out there that will get you in the ballpark, we chose to do it right the first time and simply call the knowledgeable staff at Quick Fuel Technologies.



Since opening in 1998, through vast experience and race-track development QFT has continued their pursuit of horsepower and efficiency which has allowed them to continuously upgrade their products while keeping their prices in-check.

We first contacted QFT about our project back in 2012 when we first started getting parts together for the build. At that time, we chose to go with a Q-850-BAN blow-through carburetor that featured their Quick-Link secondary linkage adjustment and annular boosters to provide better fuel atomization for improved throttle response. Since that time, being the innovators that they are, QFT has developed a single inlet, dual needle & seat fuel bowl.

These new bowls (part #34-114) are constructed

from T-6061 billet aluminum and will hold 175ml of fuel. Also designed with a drain plug, they have a larger taper at the back of bowl for better drainage. Other features include dual-notched floats and a center baffle to reduce fuel slosh. The bowls will fit all 2300, 4150, and 4500-style carbs and come with a gasket, check valve, and -8AN inlet fitting.

After hearing about these new bowls, we contacted QFT to find out about upgrading our carb, and the rest is history. The 850-BAN has been sent to QFT to be converted to E-85 and upgraded to the dual needle and seat bowls. This will allow us to supply more fuel which is needed when running E-85 as its performance is comparable to race gas at a fraction of the cost.

In addition to running E-85, we are in-



5: Aeromotive has a large selection of fitting, plugs, and adapters for any application. Here you can see all the fittings and a pressure gauge for our regulator.

6: This is a standard 850-BAN carburetor from Quick Fuel Technology. While this was a very nice piece to begin with, we can't wait to see the converted and upgraded carb when it arrives back from QFT.

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6

stalling a water/methanol injection system. Water/methanol injection for forced induction (turbocharged or supercharged) gas-powered race engines is a proven means for effectively reducing engine inlet air temperatures and suppressing harmful detonation. This—coupled with the benefits of running E-85—should allow us to run more boost while maintaining lower inlet air temperatures without the intake restriction of an intercooler.

The water/methanol injection kit we will be using is from AEM Performance Electronics. AEM is a top competitor in performance electronics with a long list of accomplishments, such as creating the first stand-alone programmable engine management system that uses a factory wiring harness and being

the first to introduce a single gauge with a built-in wideband UEGO controller and gauge readout in the one unit.

Our kit part #30-3300 is boost dependent for forced induction vehicles up to 35 PSI of boost. The boost dependent controller has an on-board manifold absolute pressure (MAP) sensor with a molded-in nipple for a boost hose pickup. It features large, turn-resistant knobs and larger numbering to easily set accurate start and full activation points. The two knobs on the face of the controller dictate at what manifold (boost) pressure minimum fluid injection starts and at what pressure maximum/full fluid injection occurs. Fluid injection will progressively increase between these two points as set by the adjustment knobs.

7: These fuel bowls provide double the flow capacity of single inlet needle and seat fuel bowls. Machined from T-6061 billet aluminum, they also provide an aggressive look.



7

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The controller has an on-board status LED which will mimic the operation of the provided external LED that will mount on the dash. Upon start up, the current mode is flashed in green on the status LED. If there's a problem, it will flash error codes in red as well as illuminate with varying intensity as a function of flow in green. If there is an error of any kind, the boost safe option will shut off our boost controller if it is in use or not allow the boost controller to turn on if the error occurs at start up. This feature could prevent major damage to our engine.

The 200 PSI internally-bypassed water/methanol injection pump does not cycle on and off and provides quiet, smooth operation. It features robust construction including integral hose fittings, EPDM seals and a Santoprene diaphragm that provides consistent and reliable fluid delivery.

A compact 1 gallon tank was provided in our kit that offers a more accurate, conductive low level fluid sensor that is integrated into the tank. It features a positive lock connector with color-matched wires to the wiring harness. This sensor eliminates any chance of incorrect readings due to interference from debris and will not allow the boost controller to function if there is an improper fluid level in the tank.

The kit also includes one precision-machined billet injector that features an integral check valve to prevent unintended fluid flow. Three billet injector nozzles are included for matching water/methanol flow to your engine's horsepower output. AEM has a nozzle flow guide graph on their website, but to be safe, call with any questions you may have.

As a final safety measure, we are installing a wideband



8: The Boost Dependent Controller has an on-board manifold absolute pressure (MAP) sensor with a molded-in nipple for a boost hose pickup as seen here. This eliminates the use of an external MAP sensor. Pretty trick!



9: While the controller may be the brains of our WMI, this pump is the heart and soul of the system.



10: All of AEM's tanks are tested for leaks during assembly. A special sealant adhesive is used to bond the plastic tank to the metal fitting. For safety reasons AEM strongly recommends that users never use more than a 50% methanol solution.

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RPM PROJECT CAR

FailSafe gauge from AEM to provide us with the ability to accurately tune our air-to-fuel ratio. This gauge also includes an onboard data logger that records AFR, RPM and boost/vacuum. This information can be downloaded and viewed in AEM data analysis software. The gauge has a low side output for triggering a failsafe strategy in the event our AFR's fall outside of the operating window, and an RPM input to log RPM for tuning purposes.

As we head into August we're hoping that the weather continues to cooperate and we can catch up with the completion of the turbo accessories and tackle the install of all the cool products we've introduced to you this month. ■

11: The FailSafe gauge comes with all the wiring and hardware used to install it, as well as USB cables for data logging and setting up your parameters.



12

12: The term "liquid inter-cooling" with water/methanol injection refers to a highly atomized mist that is injected into the airstream and begins to evaporate. As it does, this evaporative effect reduces air charge temps by as much as 100 degrees, and delivers a more oxygen-rich air charge.



SOURCES

AEM Performance Electronics
www.aemelectronics.com
310-484-2322

Aeromotive
www.aeromotive.com
913.647.7300

Rhodes Race Cars
www.rhodesracecars.com
708.754.7223

Quick Fuel Technology
www.quickfueltechnology.com
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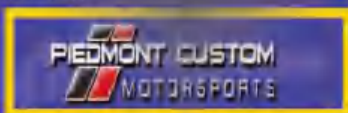
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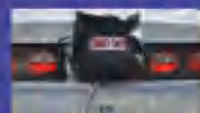
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FABBED-U-LOUS

story by **Toby Brooks**

photos by



PART 17

>>Our project Mustang gets a host of custom fabbed touches including headers, tinwork, and carbon fiber wheel tubs



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We've been promising you more progress on our Project aPocalypSe Horse pro street Mustang for a couple of months now, and boy oh boy did we get some for you for this issue! In addition to an all-new rendering from Brian Stupski/Problem Child Kustoms Studios, Donald Williams, Bobby Starcher, and the rest of the guys at Virginia Rod Company got our tinwork and carbon fiber done and have the wild dual zoomie/muffled exhaust over halfway done. Thanks to our buddy Bradley Gray and the VRC gang, the Horse even got to make an appearance—albeit under construction—at the Street Machine Nationals. With a lot of work and a little luck, she'll roll back there next year fully complete.

The first big difference you'll notice this month is we have replaced our original rendering completed by legendary artist Steve Stanford with the new piece of visual goodness you see just to your left. Stanford's work is incomparable, but with a new

Welcome to the new aPocalypSe: Brian Stupski of Problem Child Kustoms cranked out an all-new rendering to reflect the many changes that we've made since our initial rendering was done back in 2013. Ordinarily, most builders would just make the changes and move ahead without new artwork, but when Stupski says he'll take the job, you better hire him!

Stupski sez: "If I had to short-list the things I really enjoy in life and work, it's being able to combine and mash together things...usually with the hope of creating something greater than the sum of the parts. Pro Street always struck me as that kind of a thing: Part race car, part street car, a heap of attitude, and yet some form of drivability to bring out the enjoyment factor. And in that last slice, you need to balance the "WOW!" and "DIG ME!" factors. It isn't easy, but when it all blends, you wind up with something magical and memorable.

And then you paint it pink.

I mean seriously?! PINK?! That's like painting your car to match some processed cheese in a jar or whatever. Wait a second...that's it! Some colors just WORK. Like red on a '32 Ford, or candy blue with a mural of a Norse goddess riding an armor-clad mammoth into battle with a sea serpent and some aliens on a distant moon while Apollo looks on and eats grapes fed to him by angels on the side of a van. You have the classics like that, and pink on a Pro Street car? Understood. Is it for everyone? Probably not, which explains why there aren't parking lots filled with pink, tubbed bad-assery. But imagine a world where it were like that?! It would be boring after a while, admit it.

That's why I love this thing. It hits you with pink, and then brings you in for a closer look at the little details. It's like meeting a gorgeous girl, and then finding out that she loves the Three Stooges. Things quickly escalate from "holy crap... she's talking to me!" to "she's even better looking than I first thought" to "THE STOOGES?!"

OK, perhaps you don't look at cars like I do. And that maybe helps to explain why my drawing of a pink, Pro street Mustang with a stretched nose and zoomie headers is on the page, and yours isn't. But we can all appreciate it, and that's what makes the whole thing fun.



powerplant, new front end sheetmetal, and new graphics in mind, our project had changed dramatically since we started way back in October 2013. It was time for an update.

Brian Stupski of Problem Child Kustoms Studios is no stranger to high-end project cars. His work is regularly utilized by countless shops, including Rad Rides by Troy, Strange Motion Customs, and

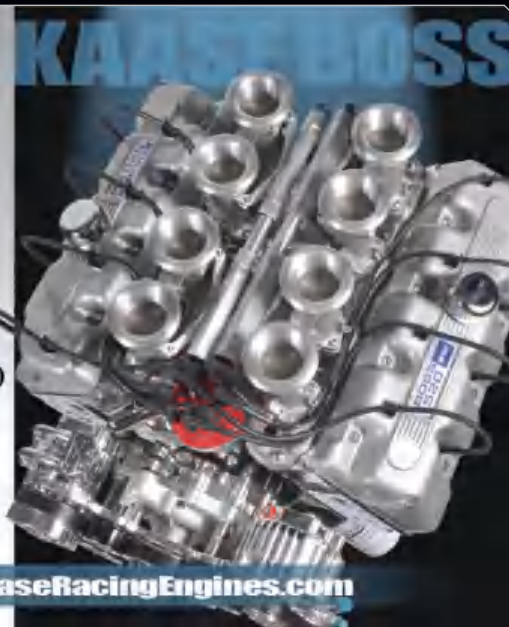
1 & 2: Donald Williams of VRC kicks off the header fab by using the Bridgeport to machine the stainless Kaase header flanges to accept the short 2 1/2-inch stubs into the Miller SpeedSports zoomie slide valves (2).



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RPM PROJECT CAR

countless others and he has rendered work for big time hot rodders like George Poteet. We convinced him to lower his standards a bit and draw our updated project car.

The 2014 GT nose has been stretched five inches and the wild hood treatment is to provide clearance for our sheet-metal intake on the 529 Boss engine. Because few things scream 1980s quite

like a pink pro streeter and Van Halen, we decided to combine them into one glorious concoction, with subtle desaturated EVH graphics tickling down the car's elongated flanks. The candy-style horizontal graphics below it are yet another subtle nod to pro street tradition, reminiscent of Matt & Debbie Hay's iconic Thunderbird from the first era of pro street.



3 & 4: We wanted true funny-style zoomie exhaust for looks, sound, and performance in show and strip duty, but we knew that wouldn't be kosher with the local law enforcement. After considering any number of electric cutouts, we found these gorgeous all-stainless CNC machined zoomie slide valves from Miller SpeedSports. The small tubes coming from the header flange will serve as attachment points for a pair of custom-fabbed block hugger style 4-into-1 headers with Borla stainless collector muffler. Once complete, with the valves closed, all the exhaust will exit to the rear through the full stainless Borla exhaust. However, with the push of a button, 1,400+ twin ProCharged Kaase ponies will be able to scream using their outside voices.



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With the rendering all done, it was time to move on in its actual construction. Williams started things off by grabbing the stainless header flanges we sourced from Jon Kaase Racing and machining them to accept the Borla T304 stainless tubes and welded up the Miller SpeedSports zoomie slidevalves. If you are looking for a street-legal way to run a true funny car-style exhaust, there simply is no better part than the slide valve. They are an incredible piece of CNC machined stainless steel craftsanship.

After the flanges and slide valves were tacked into place, Williams began the arduous process of fitting the zoomie pipes using the Borla mandrel bends and other components. After countless hours (and likely a few choice words), Williams had the tubes all ready to go and as symmetrical as humanly possible. Fitment was a real chore due to tight clearances at the firewall and front tire, but it was no problem for VRC.

With the zoomies done, the crew at VRC will return to complete the remainder of the

PROJECT aPocalypse Horse



5: Wise guys! Our offices are over 1,000 miles away from VRC, so we are reliant upon them to provide us pics of the build as it progresses. Anxious to see how the wild exhaust fabrication project was going, we sent a text asking for header pics. This is what we got. Although technically pretty close, a photo of Donald and some other dude's head does not constitute a "header pic." It is best to have fun building a car, and Donald and Bobby prove that it CAN be done!

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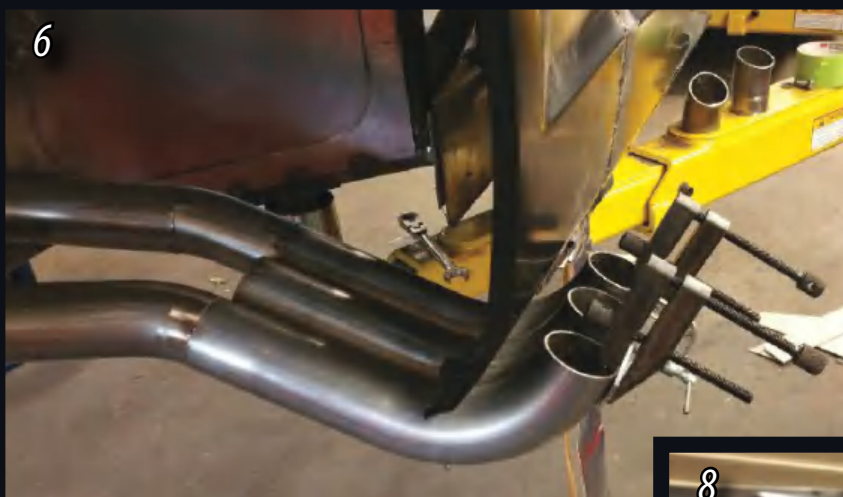
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exhaust following the car's return to the shop after the Street Machine Nationals. That will include a pair of Borla's super-cool stainless collector mufflers as well as a rocker-hidden 4-inch rear dump exhaust.

Elsewhere on the car, fellow VRC fabrication magician Bobby Stracher was rocking and rolling on the tin and carbon fiber work. After mocking pieces up in cardboard, Starcher transferred the patterns over to the real thing with painstaking accuracy, trimming the sheetmetal as well as the carbon fiber from a 4x8-foot panel we sourced from Wideside Composites. Remember to measure twice and cut once...especially when cutting expensive composite material.

After adding some cool bead rolled reliefs to strengthen and add



6, 7 & 8: With the slide valves mounted in position, Williams began construction on the zoomies. Building one is hard enough, but building four on each side that are symmetrical and matched at the dump is not for the inexperienced or faint of heart. The side dumps were clamped into place (6), then tacked (7), and finally finish welded (8). As seen in photo 8 from below the car on the lift, you can see how he had to cross the pipe from cylinder #1 under cylinder #3 in order to allow the front wheel to turn lock to lock.



PROJECT
aPocalypSe Horse

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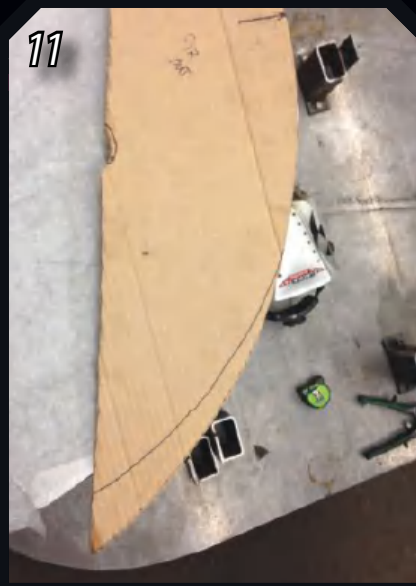




9

9: Starcher created cardboard templates for the fi ewall before transferring them over to sheet-metal, then trimming it with shears.

11 & 12: Although the material may be different, the process is the same when working with carbon. Here, Starcher prepares a template to transfer over to the huge 40-inch wheel tub (11), which was then installed (12).



11

cool points to the fi ewall, Starcher tacked all the sheetmetal into place. However, for the carbon, the VRC guys had other plans.

In order to mount the Wildside Composite panels in place, Starcher designed a number of custom scalloped steel plates that were laser-cut and welded into place. The carbon fiber panels were then screwed into place.



10

10: After the fi ewall pieces were cut, Starcher treated them to a cool recess to add structural integrity. It also looks pretty sweet, too.



12



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The lifters are currently available in .842" diameters for Big and Small Block Chevys; .875" options for Small and Big Block Fords; and .904" diameters for Big Block Chrysler/Hemi engines. More options coming soon.

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13

13: Here Starcher has completed the install of the tubs and has also tacked the cool laser-cut scalloped carbon fiber mounting plates in place. The tub on the left has been cleared of the protective shipping paper to protect against scratches, while the one on the right has not.

We selected a pair of Wildside Composites 40-inch carbon fiber wheel tubs for our project. Wildside's design features a lined construction that should help protect our tubs against rock chips and cracks as a result of street and highway driving. Starcher roughed the shape of the frame out onto another cardboard template, transferred it over to the tub, and cut it to fit.

14



14: The view in the back is absolutely incredible. The carbon fiber work is not only incredibly lightweight, it just looks fantastic. The twin carbon fiber Nitrous Oxide Systems cylinders have been mounted via billet brackets from NOS. That's the good news. The bad news is that due to the twin funny car cage, the only way to access the bottles is through the back glass. Where some see problems, VRC sees opportunity, though. The plan is to create a hatchback-style hinged rear glass with gas struts to not only allow access to the rear of the car but also add yet another cool one-off touch. The other bad news is that even though it looks awesome, we'll have to take it all back out when the chassis heads to powder coating in another month or so. Oh well...such is the price of glory, right?

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RPM PROJECT CAR



15: The guys behind the Horse, Bobby Starcher (left) and Donald Williams (right).

16: Our buddy Mark DePriest stopped by the shop to take measurements for the rear wing. Bobby looks on approvingly.

With the tin and carbon fiber work out of the way, we had one more small bit of fabricating to do before calling it a month. Mark DePriest operates a small shop in West Virginia and had volunteered to fabricate a rear wing for our build. Using a six-piece strut kit from Ed Quay Race Cars, DePriest will pull together a

pro stock-style rear wing with a unique dual element adjustable wickerbill.

That wraps up this month's installment. Check us out next time as we finish up the exhaust system, the final tabs and brackets on the chassis, and hopefully head towards powder coating. ■



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Available from Davis Motorsports
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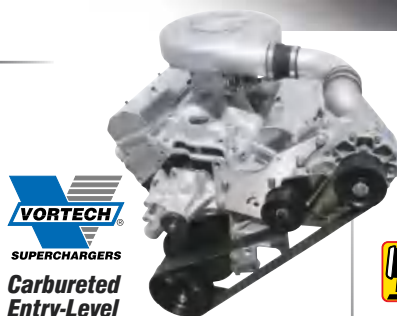


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